# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

## TIME TABLE

## 71

FOR THE

# COAST DIVISION

To Take Effect Sunday, February 9, 1908, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

E. E. CALVIN,
*General Manager.*

W. R. SCOTT,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

J. H. YOUNG,
*General Superintendent.*

## Eastward.

# FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | | FIRST CLASS | | | | | | | | | | | | | | | | | | Distance from San Francisco | Time Table No. 71<br>February 9, 1908 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 54 | 68 | 50 | 48 | 46 | 66 | 44 | 10 | 30 | 28 | 42 | 38 | 24 | 36 | 22 | 32 | 64 | 34 | | |
| | | San Jose Way Pass. | Horseshoe Way Pass. | San Jose Way Pass. | San Jose Way Pass. | San Jose Way Pass. | Horseshoe Way Pass. | San Jose Way Pass. | Sunset Express | Tres Pinos Way Pass. | Del Monte Express | San Jose Way Pass. | San Jose Way Pass. | San Luis Obispo Way Pass. | San Jose Way Pass. | Coaster | Santa Cruz Way Pass. | Horseshoe Way Pass. | Express | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | | **STATIONS** |
| | | 6.20PM | 6.00PM | 5.40PM | 5.20PM | 5.00PM | 4.45PM | 4.20PM | 4.00PM | 3.20PM | 3.00PM | 2.00PM | 11.00AM | 9.00AM | 8.20AM | 8.00AM | 6.40AM | 5.20AM | 4.30AM | 0.0 | DNR **SAN FRANCISCO**<br>1.9 |
| | | | s 6.06 | | | | s 4.51 | | | | | | | | | | | s 5.26 | | 1.9 | 23RD STREET<br>0.3 |
| | | | s 6.07 | | | | s 4.52 | | | | | | | | | | | s 5.27 | | 2.2 | ARMY STREET<br>3.0 |
| | | 6.31 | s 6.13 | 5.51 | 5.31 | 5.11 | s 4.58 | 4.31 | 4.11 | 3.31 | 3.11 | 2.11 | 11.11 | 9.11 | 8.31 | 8.11 | 6.51 | s 5.33 | 4.41 | 5.2 | BAY SHORE<br>4.1 |
| | | s 6.37 | s 6.20 | s 5.57 | 5.37 | 5.17 | s 5.05 | s 4.37 | 4.17 | s 3.37 | 3.17 | s 2.20 | s 11.17 | 9.17 | s 8.40 | 8.17 | s 6.57 | s 5.40 | 4.50 | 9.3 | D SO. S. FRANCISCO<br>1.1 |
| | | | 6.23 | | | | 5.08 | | | | | | | | | | | 5.43 | | 10.4 | **TANFORAN** Y<br>0.6 |
| 620 PY | | s 6.41 | s 6.25PM | 6.00 | 5.40 | s 5.20 | s 5.10PM | 4.40 | 4.20 | 3.40 | 3.20 | s 2.25 | s 11.21 | 9.20 | s 8.45 | 8.20 | s 7.01 | s 5.45AM | 4.55 | 11.0<br>14.7 | DR **SAN BRUNO**<br>2.7 |
| 5,561 | | s 6.45 | | s 6.05 | 5.43 | 5.24 | | 4.44 | 4.23 | 3.44 | 3.23 | s 2.30 | s 11.25 | 9.23 | s 8.50 | 8.23 | f 7.06 | | 5.00 | 17.4 | MILLBRAE<br>1.5 |
| | | 6.47 | | s 6.07 | 5.45 | 5.26 | | 4.46 | 4.24 | 3.46 | 3.24 | f 2.32 | 11.28 | 9.25 | 8.52 | 8.24 | 7.09 | | 5.03 | 18.9 | EASTON<br>1.1 |
| 918 | | s 6.50 | | s 6.10 | s 5.47 | s 5.29 | | s 4.48 | 4.26 | s 3.49 | 3.26 | s 2.36 | s 11.30 | 9.27 | s 8.56 | 8.26 | s 7.11 | | 5.05 | 20.0 | BURLINGAME<br>1.6 |
| 1,950 PW | | s 6.54 | | s 6.14 | s 5.52 | s 5.33 | | s 4.51 | 4.28 | s 3.53 | 3.28 | s 2.40 | s 11.34 | s 9.31 | s 9.00 | 8.28 | s 7.15 | | 5.12 | 21.6 | D SAN MATEO<br>2.4 |
| | | f 6.59 | | s 6.19 | 5.56 | 5.38 | | 4.56 | 4.31 | 3.58 | 3.31 | f 2.47 | f 11.40 | 9.35 | f 9.06 | 8.31 | 7.21 | | 5.23 | 24.0 | BERESFORD<br>1.6 |
| 772 | | s 7.02 | | s 6.23 | 5.58 | 5.41 | | s 4.59 | 4.33 | s 4.01 | 3.33 | s 2.50 | s 11.43 | 9.38 | s 9.09 | 8.33 | s 7.25 | | 5.26 | 25.6 | BELMONT<br>1.3 |
| 3,696 | | s 7.05 | | s 6.27 | 6.00 | s 5.43 | | 5.02 | 4.35 | * 4.04 | 3.35 | s 2.53 | s 11.46 | 9.40 | s 9.12 | 8.35 | f 7.28 | | 5.32 | 26.9 | SAN CARLOS<br>2.1 |
| 2,069 | | s 7.10 | | s 6.32 | s 6.04 | s 5.47 | | s 5.06 | 4.38 | s 4.09 | 3.38 | s 2.58 | s 11.51 | s 9.44 | s 9.17 | 8.38 | s 7.33 | | 5.36 | 29.0 | D REDWOOD<br>2.5 |
| 3,064 | | f 7.15 | | s 6.37 | 6.09 | s 5.52 | | 5.11 | 4.41 | s 4.14 | 3.41 | f 3.04 | f 11.56 | 9.48 | s 9.22 | 8.41 | f 7.38 | | 5.46 | 31.5 | FAIR OAKS<br>1.1 |
| 1,698 W | | s 7.19 | | s 6.40 | 6.11 | s 5.56 | | s 5.14 | 4.43 | s 4.17 | 3.43 | s 3.07 | s 11.59AM | 9.50 | s 9.25 | 8.43 | s 7.41 | | 5.49 | 32.6 | MENLO PARK<br>1.3 |
| 9,259 T | | s 7.24 | | s 6.45 | s 6.15 | s 6.00 | | s 5.18 | 4.45 | s 4.22 | 3.45 | s 3.12 | s 12.03PM | s 9.53 | s 9.29 | 8.45 | s 7.45 | | 5.53 | 33.9 | D PALO ALTO<br>1.5 |
| 4,087 | | s 7.29 | | 6.49 | 6.19 | s 6.04 | | 5.21 | 4.47 | s 4.27 | 3.47 | s 3.18 | s 12.07 | 9.58 | s 9.33 | 8.47 | s 7.49 | | 6.03 | 35.4 | MAYFIELD<br>3.0 |
| 607 | | 7.33 | | 6.53 | 6.23 | 6.08 | | f 5.25 | 4.51 | 4.31 | 3.51 | 3.22 | 12.11 | 10.02 | 9.38 | 8.51 | 7.53 | | 6.10 | 38.4 | CASTRO<br>1.4 |
| 8,247 W | | s 7.36 | | s 6.55 | 6.25 | s 6.11 | | s 5.27 | 4.53 | s 4.33 | 3.53 | s 3.25 | s 12.13 | s 10.04 | s 9.41 | 8.53 | s 7.56 | | 6.13 | 39.8 | D MOUNTAIN VIEW<br>2.8 |
| 7,811 | | s 7.41 | | 7.01 | 6.28 | 6.15 | | s 5.32 | 4.57 | s 4.38 | 3.57 | s 3.32 | s 12.18 | 10.10 | s 9.47 | 8.57 | s 8.01 | | 6.27 | 42.6 | SUNNYVALE<br>1.8 |
| 4,825 | | s 7.46 | | 7.04 | 6.30 | s 6.18 | | 5.35 | 4.59 | s 4.42 | 3.59 | s 3.36 | f 12.22 | 10.13 | f 9.51 | 8.59 | f 8.05 | | 6.33 | 44.4 | LAWRENCE<br>3.6 |
| 14,700 I | | s 7.53 | | s 7.10 | 6.35 | s 6.25 | | s 5.42 | 5.05 | s 4.49 | 4.05 | s 3.43 | s 12.28 | s 10.20 | s 9.58 | 9.05 | s 8.12 | | 6.39 | 48.0 | DR **SANTA CLARA**<br>S. P. C. Crossing<br>1.6 |
| | | f 7.56 | | 7.12 | 6.37 | 6.27 | | f 5.46 | 5.07 | 4.52 | 4.07 | f 3.47 | 12.31 | 10.25 | 10.02 | 9.07 | f 8.15 | | 6.46 | 49.6 | COLLEGE PARK<br>1.1 |
| 84,515 PITWFO | | 8.00PM | | 7.15PM | 6.40PM | 6.30PM | | 5.50PM | s 5.10PM | s 4.55PM | s 4.10PM | 3.50PM | 12.35PM | s 10.30AM | 10.05AM | s 9.10AM | s 8.18AM | | 6.50AM | 50.7 | DNR **SAN JOSE** |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday. | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | (50.7) |
| | | (1.40) | (0.25) | (1.35) | (1.20) | (1.30) | (0.25) | (1.30) | (1.10) | (1.35) | (1.10) | (1.50) | (1.35) | (1.30) | (1.45) | (1.10) | (1.38) | (0.25) | (2.20) | | ...............Time over District. |
| | | 22.62 | 26.40 | 29.06 | 35.25 | 31.33 | 26.40 | 31.33 | 40.28 | 29.68 | 40.28 | 25.65 | 29.06 | 31.33 | 26.08 | 40.28 | 28.77 | 26.40 | 20.10 | | .............Average speed per hour. |

Automatic Block.

Double Track.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Note.—See pages 4 and 5 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Bay Shore. Trains via Bay Shore must be given preference.

On double track between San Francisco and San Jose via Bay Shore, extra trains will, on receipt of clearance card and all orders designated thereon, display proper signals and run extra without orders to do so.

On Sunday No. 50 will stop at any station when flagged.
No. 34 will stop at all stations.

# TOWARD SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

Westward.

| Time Table No. 71<br>February 9, 1908 | Distance from San Jose | FIRST CLASS | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 33 | 63 | 35 | 37 | 39 | 41 | 17 | 43 | 45 | 29 | 9 | 27 | 49 | 23 | 53 | 65 | 59 | 67 | 511 |
| | | San Jose Way Pass. | Horseshoe Way Pass. | San Jose Way Pass. | San Jose Way Pass. | San Jose Way Pass. | San Jose Way Pass. | New Orleans Passenger | San Jose Passenger | San Jose Way Pass. | Tres Pinos Way Pass. | Sunset Express | Del Monte Express | San Jose Way Pass. | S.L.Obispo Way Pass. | San Jose Way Pass. | Horseshoe Way Pass. | San Jose Way Pass. | Horseshoe Way Pass. | San Jose Passenger |
| **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday. | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday only |
| DNR **SAN FRANCISCO** | 50.7<br>47.0 | 6.30AM | 6.50AM | Via Ocean View. | 7.40AM | 8.00AM | 8.20AM | 8.30AM | 8.40AM | 9.20AM | 10.25AM | 11.40AM | 12.01PM | 1.20PM | 4.00PM | 6.00PM | 6.35PM | 7.20PM | 7.35PM | |
| 1.9 | | | | | | | | | | | | | | | | | | | | |
| 23D STREET | 45.1 | | s 6.43 | | | | | | | | | | | | | | s 6.28 | | s 7.28 | |
| 0.3 | | | | | | | | | | | | | | | | | | | | |
| ARMY STREET | 44.8 | | s 6.42 | | | | | | | | | | | | | | s 6.27 | | s 7.27 | |
| 3.0 | | | | | | | | | | | | | | | | | | | | |
| BAY SHORE | 41.8 | 6.19 | s 6.36 | | 7.29 | 7.49 | 8.09 | 8.18 | 8.29 | 9.09 | 10.14 | 11.29 | 11.49AM | 1.09 | 3.48 | 5.49 | s 6.21 | 7.09 | s 7.21 | |
| 4.1 | | | | | | | | | | | | | | | | | | | | |
| D SO. S. FRANCISCO | 37.7 | s 6.13 | s 6.30 | | s 7.23 | s 7.43 | 8.03 | 8.12 | 8.23 | s 9.02 | s 10.08 | 11.23 | 11.43 | s 1.03 | 3.41 | s 5.43 | s 6.15 | s 7.03 | s 7.15 | |
| 1.1 | | | | | | | | | | | | | | | | | | | | |
| **TANFORAN** Y | 36.6 | | 6.27 | | | | | | | | | | | | | | 6.12 | | 7.12 | |
| 0.6 | | | | | | | | | | | | | | | | | | | | |
| DR **SAN BRUNO** | 36.0 | s 6.09 | s 6.20AM | s 6.50AM | s 7.19 | 7.39 | 8.00 | 8.09 | 8.20 | s 8.58 | 10.05 | 11.20 | 11.40 | s 12.59 | 3.38 | s 5.40 | s 6.05PM | s 6.58 | s 7.05PM | |
| 2.7 | | | | | | | | | | | | | | | | | | | | |
| MILLBRAE | 33.3 | s 6.04 | | s 6.42 | 7.15 | s 7.35 | 7.55 | 8.05 | 8.17 | 8.54 | 10.01 | 11.16 | 11.36 | s 12.54 | 3.34 | s 5.35 | | s 6.50 | | |
| 1.5 | | | | | | | | | | | | | | | | | | | | |
| EASTON | 31.3 | 6.02 | | 6.39 | s 7.12 | 7.32 | f 7.52 | 8.03 | 8.15 | 8.50 | 9.59 | 11.14 | 11.34 | 12.51 | 3.32 | 5.32 | | 6.48 | | |
| 1.1 | | | | | | | | | | | | | | | | | | | | |
| BURLINGAME | 30.7 | s 6.00 | | s 6.37 | s 7.10 | s 7.30 | s 7.50 | 8.02 | s 8.13 | s 8.48 | s 9.57 | 11.12 | 11.32 | s 12.49 | 3.30 | s 5.30 | | s 6.46 | | |
| 1.6 | | | | | | | | | | | | | | | | | | | | |
| D SAN MATEO | 29.1 | s 5.56 | | s 6.32 | s 7.06 | s 7.26 | s 7.46 | 7.59 | s 8.09 | s 8.44 | s 9.53 | 11.09 | s 11.27 | s 12.42 | s 3.26 | s 5.26 | | s 6.40 | | |
| 2.4 | | | | | | | | | | | | | | | | | | | | |
| BERESFORD | 26.7 | f 5.52 | | s 6.24 | 7.02 | f 7.22 | 7.42 | 7.55 | 8.05 | 8.39 | 9.49 | 11.05 | 11.22 | s 12.37 | 3.22 | f 5.21 | | s 6.34 | | |
| 1.6 | | | | | | | | | | | | | | | | | | | | |
| BELMONT | 25.1 | s 5.49 | | s 6.21 | s 6.59 | 7.19 | s 7.39 | 7.53 | 8.03 | s 8.36 | 9.47 | 11.03 | 11.20 | s 12.34 | 3.19 | s 5.18 | | s 6.30 | | |
| 1.3 | | | | | | | | | | | | | | | | | | | | |
| SAN CARLOS | 23.8 | 5.46 | | s 6.15 | f 6.56 | s 7.16 | f 7.36 | 7.51 | 8.01 | s 8.33 | 9.45 | 11.01 | 11.18 | s 12.31 | 3.17 | f 5.15 | | s 6.25 | | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| D REDWOOD | 21.7 | s 5.42 | | s 6.07 | s 6.52 | s 7.12 | s 7.32 | s 7.47 | s 7.57 | s 8.28 | s 9.40 | 10.57 | s 11.14 | s 12.25 | s 3.13 | s 5.10 | | s 6.18 | | |
| 2.5 | | | | | | | | | | | | | | | | | | | | |
| FAIR OAKS | 19.2 | 5.37 | | 6.02 | f 6.47 | 7.07 | s 7.27 | 7.43 | 7.53 | s 8.23 | 9.37 | 10.54 | 11.10 | s 12.20 | 3.09 | s 5.05 | | s 6.12 | | |
| 1.1 | | | | | | | | | | | | | | | | | | | | |
| MENLO PARK | 18.1 | s 5.34 | | s 5.58 | s 6.44 | s 7.04 | s 7.24 | 7.41 | 7.51 | s 8.20 | s 9.35 | 10.52 | 11.08 | s 12.17 | 3.07 | s 5.02 | | s 6.08 | | Via Newark. |
| 1.3 | | | | | | | | | | | | | | | | | | | | |
| D PALO ALTO | 16.8 | s 5.30 | | s 5.53 | s 6.41 | s 7.01 | s 7.21 | 7.39 | s 7.47 | s 8.15 | s 9.31 | 10.50 | s 11.04 | s 12.12 | s 3.03 | s 4.57 | | s 6.03 | | |
| 1.5 | | | | | | | | | | | | | | | | | | | | |
| MAYFIELD | 15.3 | f 5.26 | | s 5.47 | s 6.37 | s 6.57 | s 7.17 | 7.37 | 7.43 | s 8.11 | 9.28 | 10.48 | 11.01 | s 12.08 | 3.00 | s 4.53 | | s 5.57 | | |
| 3.0 | | | | | | | | | | | | | | | | | | | | |
| CASTRO | 12.3 | 5.22 | | 5.43 | 6.33 | 6.53 | f 7.13 | 7.33 | 7.39 | 8.07 | 9.24 | 10.44 | 10.57 | f 12.02PM | 2.56 | 4.48 | | f 5.53 | | |
| 1.4 | | | | | | | | | | | | | | | | | | | | |
| D MOUNTAIN VIEW | 10.9 | s 5.20 | | s 5.41 | s 6.31 | s 6.51 | s 7.11 | 7.31 | s 7.37 | s 8.05 | 9.22 | 10.42 | 10.55 | s 11.58AM | s 2.54 | s 4.45 | | s 5.51 | | |
| 2.8 | | | | | | | | | | | | | | | | | | | | |
| SUNNYVALE | 8.1 | s 5.15 | | s 5.33 | 6.26 | s 6.46 | s 7.06 | 7.27 | 7.33 | s 8.00 | 9.19 | 10.38 | 10.52 | s 11.53 | 2.50 | s 4.40 | | s 5.43 | | |
| 1.8 | | | | | | | | | | | | | | | | | | | | |
| LAWRENCE | 6.3 | f 5.11 | | f 5.29 | f 6.22 | 6.42 | f 7.02 | 7.25 | 7.31 | 7.55 | 9.17 | 10.36 | 10.50 | s 11.49 | 2.47 | f 4.36 | | s 5.39 | | |
| 3.6 | | | | | | | | | | | | | | | | | | | | |
| DR **SANTA CLARA**<br>S. P. C. Crossing. | 2.7 | s 5.05 | | s 5.22 | s 6.15 | s 6.35 | s 6.55 | 7.20 | 7.25 | s 7.50 | s 9.10 | 10.30 | 10.45 | s 11.41 | s 2.41 | s 4.30 | | s 5.32 | | s 6.35PM |
| 1.6 | | | | | | | | | | | | | | | | | | | | |
| COLLEGE PARK | 1.1 | f 5.02 | | 5.17 | 6.12 | 6.32 | 6.52 | 7.17 | 7.22 | 7.47 | 9.07 | 10.27 | 10.42 | f 11.37 | 2.37 | 4.27 | | f 5.27 | | 6.33 |
| 1.1 | | | | | | | | | | | | | | | | | | | | |
| DNR **SAN JOSE** | 0.0 | 5.00AM | | 5.15AM | 6.10AM | 6.30AM | 6.50AM | 7.15AM | 7.20AM | 7.45AM | 9.05AM | 10.25AM | 10.40AM | 11.35AM | 2.35PM | 4.25PM | | 5.25PM | | 6.30PM |
| (50.7) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday. | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday only |
| Time over District .................... | | (1.30) | (0.30) | (1.35) | (1.30) | (1.30) | (1.30) | (1.15) | (1.20) | (1.35) | (1.20) | (1.15) | (1.20) | (1.45) | (1.25) | (1.35) | (0.30) | (1.55) | (0.30) | (0.05) |
| Average speed per hour .................. | | 31.33 | 22.00 | 22.99 | 31.33 | 31.33 | 31.33 | 37.73 | 35.25 | 29.06 | 35.25 | 37.73 | 35.25 | 29.68 | 29.06 | 29.06 | 22.00 | 24.53 | 22.00 | 32.40 |

Automatic Block.

Double Track.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving San Jose.

NOTE.—See pages 4 and 5 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Bay Shore. Trains via Bay Shore must be given preference.

On double track between San Francisco and San Jose, via Bay Shore, extra trains will, on receipt of clearance card and all orders designated thereon, display proper signals and run extra without orders to do so.

# FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

☞NOTE.—See pages 2 and 3 for additional trains between San Francisco and San Jose, and pages 10 and 11 for trains scheduled via Ocean View which will use double track east of South San Francisco jointly with trains scheduled via Bay Shore. Trains via Bay Shore must be given preference.

On double track between San Francisco and San Jose, via Bay Shore, extra trains will, on receipt of a clearance card, and all orders designated thereon, display proper signals and run extra without orders

Santa Clara will be train order office where semaphores will be maintained.

South San Francisco, San Bruno, San Mateo, Redwood, Palo Alto and Mountain View will be maintained as telegraph offices without semaphores. Orders to be delivered at these latter stations when necessary.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | THIRD CLASS | | | | | FIRST CLASS | | | Distance from San Francisco | | Time Table No. 71 February 9, 1908. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 334 | 332 | 802 | 804 | 244 | 60 | 512 | 18 | | | | |
| | Through Freight | Way Freight | Way Freight | Way Freight | Manifest Freight | San Jose Way Pass. | San Jose Passenger | New Orleans Passenger | | | | |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Saturday only | Leave Daily | | | STATIONS | |
| | 8.45PM | 7.00AM | | | 12.01AM | 11.45PM | | 8.00PM | 0.0 | DNR | **SAN FRANCISCO** | |
| | | | | | | | | | | | 1.9 | |
| | | | | | | | | | 1.9 | | 23D STREET | |
| | | | | | | | | | | | 0.3 | |
| | | | | | | | | | 2.2 | | ARMY STREET | |
| | | | | | | | | | | | 3.0 | |
| | | | | | | 11.56PM | | 8.11 | 5.2 | | BAYSHORE | |
| | | | | | | | | | | | 4.1 | |
| 620 PY | | | | | | s 12.02AM | | 8.17 | 9.3 | D | SO. SAN FRANCISCO | |
| | | | | | | | | | | | 1.1 | |
| | | | | | | | | | 10.4 | | **TANFORAN** | Y |
| | | | | | | | | | | | .06 | |
| 5,561 | | | | | | s 12.05 | | 8.20 | 11.0<br>14.7 | DR | **SAN BRUNO** | |
| | | | | | | | | | | | 2.7 | |
| | | | | | | s 12.10 | | 8.23 | 17.4 | | MILLBRAE | |
| | | | | | | | | | | | 1.5 | |
| 918 | | | | | | f 12.12 | | 8.24 | 18.9 | | EASTON | |
| | | | | | | | | | | | 1.1 | |
| 1,950 PW | | | | | | s 12.15 | | 8.26 | 20.0 | | BURLINGAME | |
| | | | | | | | | | | | 1.6 | |
| | | | | | | s 12.19 | | s 8.28 | 21.6 | D | SAN MATEO | |
| | | | | | | | | | | | 2.7 | |
| 722 | | | | | | s 12.25 | | 8.33 | 24.0 | | BERESFORD | |
| | | | | | | | | | | | 1.6 | |
| 3,696 | | | | | | s 12.28 | | 8.36 | 25.6 | | BELMONT | |
| | | | | | | | | | | | 1.3 | |
| 2,069 | | | | | | s 12.31 | | 8.39 | 26.9 | | SAN CARLOS | |
| | | | | | | | | | | | 2.1 | |
| 3,064 | | | Via Newark. | Via Newark. | | s 12.35 | Via Newark. | s 8.43 | 29.0 | D | REDWOOD | |
| | | | | | | | | | | | 2.5 | |
| 1,698 W | | | | | | f 12.40 | | 8.47 | 31.5 | | FAIR OAKS | |
| | | | | | | | | | | | 1.1 | |
| 9,259 T | | | | | | s 12.43 | | 8.49 | 32.6 | | MENLO PARK | |
| | | | | | | | | | | | 1.3 | |
| 4,087 | | | | | | s 12.47 | | s 8.53 | 33.9 | D | PALO ALTO | |
| | | | | | | | | | | | 1.5 | |
| 607 | | | | | | s 12.52 | | 8.58 | 35.4 | | MAYFIELD | |
| | | | | | | | | | | | 3.0 | |
| 8,547 W | | | | | | 12.57 | | 9.02 | 38.4 | | CASTRO | |
| | | | | | | | | | | | 1.4 | |
| 7,811 | | | | | | s 12.59 | | 9.04 | 39.8 | D | MOUNTAIN VIEW | |
| | | | | | | | | | | | 2.8 | |
| 4,825 | | | | | | s 1.04 | | 9.08 | 42.6 | | SUNNYVALE | |
| | | | | | | | | | | | 1.8 | |
| | | | | | | f 1.07 | | 9.10 | 44.4 | | LAWRENCE | |
| | | | | | | | | | | | 3.6 | |
| 14,700 I | | | 4.15PM | 3.15AM | | s 1.13 | 11.00PM | 9.15 | 48.0 | DR | **SANTA CLARA**<br>S. P. C. Crossing | |
| | | | | | | | | | | | 1.6 | |
| | | | | | | 1.16 | 11.02 | 9.17 | 49.6 | | COLLEGE PARK | |
| | | | | | | | | | | | 1.1 | |
| 84,515 PITWFO | 11.20PM | 5.00PM | 4.35PM | 3.30AM | 3.00AM | 1.20AM | 11.05PM | s 9.20PM | 50.7 | DNR | **SAN JOSE** | |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Saturday only | Arrive Daily | | | (50.7) | |
| | (2.35) | (10.00) | (0.20) | (0.15) | (2.59) | 1 35) | (0.05) | (1.20) | | | ..................Time over District. | |
| | 16.58 | 4.70 | 8.10 | 10.80 | 15.75 | 29.06 | 32.40 | 35.25 | | | ..................Average speed per hour. | |

Automatic Block.

Double Track.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

| Time Table No. 71<br>February 9, 1908 | Distance from San Jose | FIRST CLASS | | THIRD CLASS | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 31 | 21 | 803 | 331 | 243 | 801 | 333 |
| | | Santa Cruz Passenger | Coaster | Way Freight | Way Freight | Manifest Freight | Way Freight | Through Freight |
| **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily |
| DNR **SAN FRANCISCO**<br>1.9 | 47.0 | 8.45PM | 11.45PM | | 5.00PM | 2.40PM | | 12.30AM |
| 23D STREET<br>.03 | 45.1 | | | | | | | |
| ARMY STREET<br>3.0 | 44.8 | | | | | | | |
| BAY SHORE<br>4.1 | 41.8 | 8.34 | 11.34 | | | | | |
| D SO. SAN FRANCISCO<br>1.1 | 37.7 | 8.28 | 11.28 | | | | | |
| **TANFORAN** **Y**<br>0.6 | 36.6 | | | | | | | |
| DR **SAN BRUNO**<br>2.7 | 36.0 | 8.25 | 11.25 | | | | | |
| MILLBRAE<br>1.5 | 33.3 | 8.21 | 11.21 | | | | | |
| EASTON<br>1.1 | 31.8 | 8.18 | 11.19 | | | | | |
| BURLINGAME<br>1.6 | 30.7 | 8.16 | 11.17 | | | | | |
| D SAN MATEO<br>2.4 | 29.1 | s 8.12 | 11.14 | | | | | |
| BERESFORD<br>1.6 | 26.7 | 8.07 | 11.10 | | | | | |
| BELMONT<br>1.3 | 25.1 | 8.05 | 11.08 | | | | | |
| SAN CARLOS<br>2.1 | 23.8 | 8.03 | 11.06 | | | | | |
| D REDWOOD<br>2.5 | 21.7 | s 7.59 | 11.02 | | | | | |
| FAIR OAKS<br>1.1 | 19.2 | 7.55 | 10.59 | Via Newark. | | | Via Newark. | |
| MENLO PARK<br>1.3 | 18.1 | 7.53 | 10.57 | | | | | |
| D PALO ALTO<br>1.5 | 16.8 | s 7.49 | 10.55 | | | | | |
| MAYFIELD<br>3.0 | 15.3 | 7.46 | 10.53 | | | | | |
| CASTRO<br>1.4 | 12.3 | 7.42 | 10.49 | | | | | |
| D MOUNTAIN VIEW<br>2.8 | 10.9 | 7.40 | 10.47 | | | | | |
| SUNNYVALE<br>1.8 | 8.1 | 7.37 | 10.43 | | | | | |
| LAWRENCE<br>3.6 | 6.3 | 7.35 | 10.41 | | | | | |
| DR **SANTA CLARA**<br>S. P. C. Crossing.<br>1.6 | 2.7 | 7.30 | 10.35 | 4.30AM | | | 6.00PM | |
| COLLEGE PARK<br>1.1 | 1.1 | 7.27 | 10.32 | | | | | |
| DNR **SAN JOSE** | 0.0 | 7.25PM | 10.30PM | 4.15AM | 7.00AM | 11.40AM | 5.50PM | 9.30PM |
| (50.7) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily |
| Time over District | | (1.20) | (1.15) | (0.15) | (10.00) | (3.00) | (0.10) | (3.00) |
| Average speed per hour | | 35.25 | 37.73 | 16.80 | 4.70 | 15.66 | 16.20 | 15.66 |

Automatic Block

Double Track.

☞ NOTE.—See pages 2 and 3 for additional trains between San Jose and San Francisco, and pages 10 and 11 for trains scheduled via Ocean View, which will use double track east of South San Francisco jointly with trains scheduled via Bay Shore. Trains via Bay Shore must be given preference.

On double track between San Jose and San Francisco, via Bay Shore, extra trains will, on receipt of a clearance card and all orders designated thereon, display proper signals and run extra without orders to do so.

Santa Clara will be train order office, where semaphores will be maintained.

South San Francisco, San Bruno, San Mateo, Redwood, Palo Alto and Mountain View will be maintained as telegraph offices without semaphores. Orders to be delivered at these stations when necessary.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving San Jose.

No. 21 will stop at Palo Alto, Redwood and San Mateo to detrain passengers only from points east of San Jose.

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | | | | | | | | | | | | Distance from San Francisco | | Time Table No. 71.<br>February 9, 1908 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 336 | 334 | 244 | 18 | 10 | 30 | 116 | 28 | 114 | 84 | 86 | 24 | 80 | 22 | 102 | 82 | 32 | | | |
| | Way Freight | Through Freight | Manifest Freight | New Orleans Passenger | Sunset Express | Tres Pinos Way Pass. | Salinas Passenger | Del Monte Express | Salinas Mixed | Tres Pinos Mixed | Tres Pinos Passenger | San Luis Obispo Way Pass. | New Almaden Way Pass. | Coaster | Pacific Grove Passenger | Hollister Passenger | Santa Cruz Way Pass. | | | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday Only | Leave Daily | Leave Tuesday and Friday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** |
| | | | 12.01 AM | 8.00 PM | 4.00 PM | 3.20 PM | 3.00 PM | 3.00 PM | | 9.00 AM | 9.00 AM | 9.00 AM | 8.00 AM | 8.00 AM | 6.40 AM | 6.40 AM | 6.40 AM | 0.0 | | **SAN FRANCISCO** |
| 84,515 PITWFO | 6.00 AM | 12.20 AM | 4.25 AM | 9.35 PM | 5.20 PM | 5.00 PM | | 4.15 PM | | | | **10.40** AM | 9.40 AM | 9.15 AM | | | 8.25 AM | 50.7 | Automatic Block. | DNR **SAN JOSE**<br>1.1 |
| | 6.07 | 12.26 | 4.31 | 9.39 | 5.24 | s 5.04 | | 4.19 | | | | 10.45 | s 9.44 | 9.19 | | | s 8.29 | 51.8 | | 4TH ST., SAN JOSE<br>0.9 — (No Siding) |
| 4,610 | 6.10 | 12.30 | 4.35 | 9.42 | 5.26 | 5.06 | | 4.21 | | | | 10.47 | 9.46 | 9.21 | | | 8.31 | 52.7 | | VALBRICK<br>2.8 |
| 4,103 | 6.20 | 12.42 | 4.50 | 9.48 | 5.31 | f 5.11 | | 4.25 | | | | **10.51** | **10.03** AM | 9.25 | | | s 8.36 | 55.5 | | DR **HILLSDALE**<br>2.1 |
| 3,673 | **6.40** | 12.57 | 5.02 | f 9.53 | 5.35 | s 5.15 | | 4.28 | | | | f 10.55 | | **9.28** | | | s **8.42** | 57.6 | | EDENVALE<br>2.9 |
| 2,340 | 6.55 | 1.03 | 5.19 | **10.03** | 5.40 | 5.21 | | 4.32 | | | | 11.00 | | 9.32 | | | **8.50** | 60.5 | | POMAR<br>2.8 |
| 5,255 W | 7.10 | 1.15 | 5.35 | s 10.11 | 5.45 | s 5.27 | | 4.36 | | | | s 11.06 | | 9.36 | | | s 8.56 | 63.3 | | DN COYOTE<br>3.0 |
| 3,342 | 7.25 | 1.25 | 5.48 | 10.18 | 5.50 | f 5.33 | | 4.40 | | | | 11.11 | | **9.42** | | | f 9.02 | 66.3 | | PERRY<br>3.0 |
| 1,324 | 7.40 | 1.36 | 6.02 | 10.24 | 5.55 | f 5.39 | | 4.44 | | | | f 11.16 | | 9.47 | | | s 9.08 | 69.3 | | MADRONE<br>1.6 |
| 4,612 | **7.50**<br>**8.13** | 1.40 | **6.15** | s 10.28 | 5.57 | s 5.43 | | 4.46 | | | | s 11.20 | | **9.53** | | | s 9.12 | 70.9 | | D MORGANHILL<br>1.3 |
| 1,598 | 8.20 | 1.45 | 6.23 | 10.31 | 5.59 | 5.45 | | 4.48 | | | | 11.23 | | 9.56 | | | f 9.16 | 72.2 | | TENNANT<br>2.6 |
| 3,370 | 8.30 | 1.53 | 6.35 | 10.36 | 6.03 | s 5.50 | | 4.52 | | | | s 11.28 | | 10.00 | | | s **9.25** | 74.8 | | D SAN MARTIN<br>2.4 |
| 2,839 | 8.40 | 1.59 | 6.45 | 10.42 | 6.07 | f 5.55 | | 4.55 | | | | f 11.32 | | 10.04 | | | 9.29 | 77.2 | | RUCKER<br>2.1 |
| 607 | | | | | | | | | | | | | | | | | | 79.3 | | ANIMAS (Spur)<br>1.5 |
| 16,695 PTWF | **9.10**<br>**10.20** | 2.10<br>2.40 | **7.10** | s 10.50 | **6.19** | s **6.00** | | s 5.00 | | **11.45** AM | **11.45** AM | s **11.40** | | **10.10** | | **9.45** AM | s **9.37** | 80.8 | | DNR **GILROY**<br>2.4 |
| | 10.30 | 2.49 | 7.20 | 11.00 | 6.24 | 6.10 PM | | 5.06 | | 11.55 AM | 11.50 AM | 11.46 | | 10.15 | | 9.55 AM | 9.48 | 83.2 | | R **CARNADERO**<br>1.2 |
| 868 | 10.35 | 2.53 | 7.25 | 11.03 | 6.26 | | | 5.08 | | | | f 11.48 | | 10.17 | | | f 9.50 | 84.4 | | MILLER<br>2.7 |
| 3,725 | **10.50** | 3.01 | 7.37 | s 11.10 | 6.32 | | | **5.13** | | | | s 11.55 | | 10.22 | | | s 9.57 | 87.2 | | D SARGENT<br>1.9 |
| 3,756 | 11.35 AM | 3.08 | 7.45 | 11.14 | 6.37 | | | 5.18 | | | | 11.58 AM | | **10.25** | | | 10.03 | 89.1 | | BETABEL<br>3.0 |
| 3,413 | **12.05** PM | 3.18 | 7.57 | f 11.21 | 6.43 | | | s 5.24 | | | | s **12.05** PM | | 10.30 | | | s **10.10** | 92.1 | | D CHITTENDEN<br>1.0 |
| 2,737 | 12.20 | 3.22 | 8.01 | 11.24 | 6.46 | | | 5.26 | | | | 12.08 | | 10.33 | | | 10.13 | 93.1 | | LOGAN<br>1.8 |
| 4,609 | **12.40** | 3.27 | 8.09 | f 11.28 | 6.50 | | | 5.30 | | | | f 12.12 | | 10.36 | | | f 10.17 | 94.9 | | AROMAS<br>2.3 |
| 2,446 | 1.00 | 3.35 | **8.15** | 11.33 | 6.55 | | | 5.35 | | | | 12.17 | | 10.39 | | | f 10.22 | 97.2 | | VEGA<br>2.9 |
| 19,375 PYWO | 1.15<br>2.00 | 3.45<br>4.15 | **8.30**<br>**8.55** | s 11.40 | s 7.00 | | | s **5.40** | | | | s **12.25** | | s 10.45 | 10.35 AM | | s 10.30 AM | 100.1 | | DNR **PAJARO**<br>5.7 |
| 2,408 | 2.25 | **4.45** | 9.25 | f 11.58 PM | 7.20 | | | 6.00 | | | | f 12.42 | | 11.00 | f 10.50 | | | 105.8 | | ELKHORN<br>4.6 |
| 8,143 PYW | **2.45**<br>**3.15** | **5.05**<br>**5.20** | 9.45 | s 12.10 AM | s 7.30 | | 6.15 PM | s 6.10 PM | 3.00 PM | | | s 12.55 | | s 11.10 | s 11.00 AM | | | 110.4 | | DNR **CASTROVILLE**<br>3.5 |
| 3,911 | 3.35 | 5.35 | 10.05 | 12.24 | 7.40 | | f 6.24 | | f 3.09 | | | f 1.03 | | 11.21 | | | | 113.9 | | COOPER<br>1.8 |
| 737 | 3.45 | 5.46 | 10.15 | 12.29 | 7.44 | | f 6.29 | | f 3.14 | | | f 1.05 | | 11.24 | | | | 115.7 | | GRAVES<br>2.6 |
| 4,200 PTWF | 4.00 PM | **6.00** AM | 10.30 AM | s 12.35 AM | s **7.50** PM | | 6.35 PM | | 3.20 PM | | | s ¶ 1.10 PM | | s **11.30** AM | | | | 118.3 | | DNR **SALINAS** |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday Only | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (67.6) |
| | (10.00) | (5.40) | (6.05) | (3.00) | (2.30) | (1.10) | (0.20) | (1.55) | (0.20) | (0.10) | (0.05) | (2.30) | (0.23) | (2.15) | (0.25) | (0.10) | (2.05) | | | ..................Time over District. |
| | 6.76 | 11.92 | 11.11 | 22.53 | 27.06 | 27.85 | 23.70 | 31.14 | 23.70 | 14.40 | 28.80 | 27.04 | 12.52 | 30.04 | 24.72 | 14.40 | 23.55 | | | ...............Average speed per hour. |

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must obtain clearance cards before leaving San Jose.

No. 28 will stop at Elkhorn on Tuesdays and Saturdays.

## TOWARD SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

Westward.

| Time Table No. 71<br>February 9, 1908 | Distance from Salinas | FIRST CLASS | | | | | | | | | | | | | | SECOND CLASS | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **17** | **29** | **9** | **113** | **27** | **83** | **81** | **23** | **85** | **87** | **115** | **101** | **31** | **21** | **243** | **335** | **333** |
| | | New Orleans Passenger | Tres Pinos Way Pass. | Sunset Express | Castroville Mixed | Del Monte Express | Gilroy Passenger | San Jose Way Pass. | San Luis Obispo Way Pass. | Gilroy Mixed | Gilroy Passenger | Castroville Passenger | Santa Cruz Passenger | Santa Cruz Passenger | Coaster | Manifest Freight | Way Freight | Through Freight |
| **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday only | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| **SAN FRANCISCO** | 118.3 | 8.30AM | 10.25AM | 11.40AM | 12.01PM | 12.01PM | 4.00PM | 4.00PM | 4.00PM | 8.45PM | 8.45PM | 8.45PM | 8.45PM | 8.45PM | 11.45PM | 2.40PM | | |
| DNR **SAN JOSE**<br>1.1 | 67.6 | s 7.00AM | s 9.00AM | s 10.15AM | | s **10.35**AM | | 12.40PM | s 2.25PM | | | | | s 7.20PM | s 10.25PM | 11.10AM | 4.00PM | 8.45PM |
| 4TH ST., SAN JOSE<br>0.9—(No Siding) | 66.5 | 6.55 | s 8.55 | 10.11 | | 10.29 | | s 12.35 | 2.19 | | | | | 7.16 | 10.21 | 11.03 | 3.53 | 8.41 |
| VALBRICK<br>2.8 | 65.6 | 6.51 | 8.53 | 10.09 | | 10.26 | | 12.33 | 2.16 | | | | | 7.14 | 10.19 | 11.00 | 3.50 | 8.39 |
| DR **HILLSDALE**<br>2.1 | 62.8 | 6.45 | f 8.47 | **10.03** | | **10.20** | | 12.20PM | f 2.12 | | | | | 7.09 | 10.13 | **10.51**<br>**9.53** | 3.30 | 8.28 |
| EDENVALE<br>2.9 | 60.7 | **6.40** | s **8.42** | 9.56 | | 10.16 | | | f 2.07 | | | | | 7.05 | 10.08 | **9.28** | 3.15 | 8.22 |
| POMAR<br>2.8 | 57.8 | 6.35 | 8.36 | 9.50 | | 10.11 | | | 2.00 | | | | | 7.00 | **10.03** | **8.50** | 3.00 | 8.13 |
| DN COYOTE<br>3.0 | 55.0 | 6.30 | s **8.29** | 9.46 | | 10.06 | | | s 1.55 | | | | | 6.55 | 9.58 | **8.29** | 2.40 | 8.05 |
| PERRY<br>3.0 | 52.0 | 6.23 | f 8.23 | **9.42** | | 10.01 | | | f 1.49 | | | | | 6.50 | 9.53 | 8.10 | 2.10 | 7.55 |
| MADRONE<br>1.6 | 49.0 | 6.18 | s 8.17 | 9.35 | | 9.56 | | | s 1.43 | | | | | 6.45 | 9.48 | 8.00 | 2.00 | 7.45 |
| D MORGANHILL<br>1.3 | 47.4 | **6.15** | s **8.13** | 9.32 | | **9.53** | | | s **1.38** | | | | | s 6.42 | 9.46 | **7.55** | **1.38** | 7.40 |
| TENNANT<br>2.6 | 46.1 | 6.13 | f 8.10 | 9.30 | | 9.50 | | | f 1.34 | | | | | 6.39 | 9.43 | 7.38 | 1.00 | 7.32 |
| D SAN MARTIN<br>2.4 | 43.5 | 6.08 | s 8.05 | **9.25** | | 9.46 | | | s 1.28 | | | | | 6.34 | 9.38 | 7.32 | 12.45 | 7.17 |
| RUCKER<br>2.1 | 41.1 | 6.03 | f 8.00 | 9.21 | | 9.42 | | | f 1.22 | | | | | 6.30 | 9.33 | 7.25 | 12.35 | 7.05 |
| ANIMAS (Spur)<br>1.5 | 39.0 | | | | | | | | | | | | | | | | | |
| DNR **GILROY**<br>2.4 | 37.5 | s 5.55 | s 7.50 | **9.15** | | s **9.37** | **11.30**AM | | s 1.12 | 4.50PM | 4.50PM | | | s **6.19** | s 9.25 | **7.10** | **12.20**PM<br>**11.20**AM | **6.45**<br>**5.55** |
| R **CARNADERO**<br>1.2 | 35.1 | 5.45 | 7.45AM | 9.10 | | 9.28 | 11.20AM | | 1.05 | 4.40PM | 4.45PM | | | 6.12 | 9.19 | 7.00 | 11.10 | 5.40 |
| MILLER<br>2.8 | 33.9 | 5.43 | | 9.08 | | 9.26 | | | f 1.03 | | | | | 6.10 | 9.17 | 6.55 | 11.05 | 5.35 |
| D SARGENT<br>1.9 | 31.1 | 5.36 | | 9.03 | | 9.21 | | | s 12.57 | | | | | 6.05 | 9.12 | 6.43 | **10.50** | **5.13** |
| BETABEL<br>3.0 | 29.2 | 5.31 | | 8.59 | | 9.18 | | | 12.52 | | | | | 6.01 | 9.08 | 6.35 | **10.25** | 4.45 |
| D CHITTENDEN<br>1.0 | 26.2 | 5.24 | | 8.53 | | s 9.12 | | | s 12.47 | | | | | s 5.54 | 9.01 | 6.22 | **10.10** | 4.35 |
| LOGAN<br>1.8 | 25.2 | 5.20 | | 8.51 | | 9.09 | | | 12.43 | | | | | 5.51 | 8.58 | 6.19 | 9.25 | 4.30 |
| AROMAS<br>2.3 | 23.4 | f 5.16 | | **8.47** | | **9.06** | | | s **12.40** | | | | | 5.49 | 8.56 | 6.11 | **9.16**<br>**8.30** | 4.20 |
| VEGA<br>2.9 | 21.1 | 5.10 | | 8.42 | | 9.02 | | | f 12.35 | | | | | 5.45 | 8.52 | 6.02 | **8.15** | 4.10 |
| DNR **PAJARO**<br>5.7 | 18.2 | s 5.00 | | s **8.35** | | s **8.55** | | | s **12.25** | | | | s **5.30**PM | **5.40**PM | s 8.40 | 5.50 | 7.50<br>7.10 | 4.00<br>3.25 |
| ELKHORN<br>4.6 | 12.5 | **4.45** | | 8.20 | | 8.40 | | | f 12.10PM | | | | f 5.15 | | 8.25 | 5.30 | 6.50 | 3.00 |
| DNR **CASTROVILLE**<br>3.5 | 7.9 | s 4.35 | | s 8.10 | 8.25AM | s 8.30AM | | | s 11.52AM | | | 5.00PM | 5.05PM | | s 8.15 | **5.15** | 6.40<br>6.25 | **2.45**<br>**2.15** |
| COOPER<br>1.8 | 4.4 | 4.27 | | 8.02 | f 8.16 | | | | f 11.47 | | | f 4.49 | | | 8.07 | 5.03 | 6.15 | 1.57 |
| GRAVES<br>2.6 | 2.6 | 4.24 | | 7.59 | f 8.12 | | | | f 11.44 | | | f 4.45 | | | 8.04 | 4.55 | 6.09 | 1.50 |
| DNR **SALINAS** | 0.0 | 4.20AM | | 7.55AM | 8.05AM | | | | **11.40**AM | | | 4.40PM | | | **8.00**PM | 4.45AM | **6.00**AM | 1.40PM |
| (67.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tuesday and Friday | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday only | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| Time over District................ | | (2.40) | (1.15) | (2.20) | (0.20) | (2.10) | (0.10) | (0.20) | (2.50) | (0.10) | (0.05) | (0.20) | (0.25) | (1.40) | (2.25) | (6.25) | (10.00) | (7.05) |
| Average speed per hour ........... | | 25.35 | 26.00 | 28.97 | 23.70 | 27.50 | 14.40 | 14.40 | 23.85 | 14.40 | 28.80 | 23.70 | 24.70 | 29.64 | 27.98 | 10.50 | 6.76 | 9.54 |

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 21 will stop at Elkhorn on Sundays and Wednesdays.

## Eastward. FROM SAN FRANCISCO—Salinas and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO. Westward.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | THIRD CLASS | SECOND CLASS | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 71<br>February 9, 1908 | Distance from San Luis Obispo. | FIRST CLASS | | | | SECOND CLASS | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 334 | 244 | 10 | 24 | 22 | 18 | | | | 9 | 23 | 21 | 17 | 243 | 333 |
| | Way Freight | Manifest Freight | Sunset Express | San Luis Obispo Way Pass. | Coaster | New Orleans Passenger | | | | Sunset Express | San Luis Obispo Way Pass. | Coaster | New Orleans Passenger | Manifest Freight | Way Freight |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| | | 12.01AM | 4.00PM | 9.00AM | 8.00AM | 8.00PM | 0.0 | **SAN FRANCISCO** | 252.2 | 11.40AM | 4.00PM | 11.45PM | 8.30AM | 2.40PM | |
| 4,200 PTWF | 7.00AM | **12.15PM** | **7.55PM** | 1.30PM | **11.35AM** | 12.40AM | 118.3 | DNR **SALINAS**<br>2.2 | 133.9 | s 7.50AM | s¶**11.20AM** | s **7.55PM** | s **4.15AM** | **4.05AM** | **12.10PM** |
| 845 Y | 7.09 | 12.23 | 8.00 | 1.35 | 11.40 | 12.45 | 120.5 | **SPRECKELS JUNC.**<br>4.8 | 131.7 | 7.46 | 11.15 | 7.50 | 4.08 | 3.50 | 11.55AM |
| 3,943 | **7.39** | 12.35 | 8.07 | f 1.43 | **11.48** | 12.56 | 125.3 | SPENCE<br>3.8 | 126.9 | **7.39** | f 11.07 | 7.43 | 3.58 | 3.35 | **11.48** |
| 5,396 | 8.10 | 12.55 | 8.13 | s 1.50 | 11.52 | f 1.04 | 129.1 | D CHUALAR<br>2.9 | 123.1 | 7.34 | s **11.00** | 7.37 | f 3.50 | 3.18 | **11.00** |
| 2,340 | 8.20 | 1.06 | 8.17 | 1.54 | 11.57AM | 1.10 | 132.0 | PENVIR<br>3.2 | 120.2 | 7.30 | 10.55 | 7.33 | 3.45 | 3.05 | 10.10 |
| 5,403 | 8.40 | 1.19 | 8.22 | s 2.01 | 12.02PM | f 1.18 | 135.2 | D GONZALES<br>5.7 | 117.0 | 7.25 | s 10.50 | 7.28 | f 3.40 | 2.48 | 10.00 |
| 3,502 | **9.20** | 1.40 | 8.32 | f 2.11 | 12.11 | 1.29 | 140.9 | CAMPHORA<br>2.7 | 111.3 | 7.17 | f 10.38 | 7.19 | 3.29 | 2.20 | **9.20** |
| 5,776 W | **9.40**<br>**10.33** | 1.50 | 8.37 | s 2.18 | s 12.15 | s 1.36 | 143.6 | DN SOLEDAD<br>4.3 | 108.6 | 7.12 | s **10.33** | s 7.13 | s 3.22 | 2.08 | 8.40 |
| 1,562 | 10.50 | **2.26** | 8.46 | f **2.26** | 12.22 | **1.46** | 147.9 | RIVERBANK<br>4.4 | 104.3 | 7.06 | f 10.25 | 7.06 | 3.13 | **1.46** | 7.50 |
| 5,281 | 11.13 | 2.45 | 8.54 | s 2.33 | 12.29 | f 1.56 | 152.3 | D METZ<br>6.5 | 99.9 | 7.00 | s 10.18 | 6.59 | f 3.04 | 1.18 | 7.34 |
| 3,003 | 11.40AM | 3.05 | 9.06 | f 2.45 | 12.42 | 2.10 | 158.8 | COBURN<br>5.0 | 93.4 | **6.49** | f 10.06 | 6.48 | 2.51 | 12.54 | **6.49** |
| 7,905 W | **12.05PM**<br>**1.05** | 3.25 | 9.15 | s 2.53 | **12.51** | s 2.21 | 163.8 | D KINGS CITY<br>3.4 | 88.4 | * 6.41 | s 9.58 | s 6.40 | s 2.40 | 12.33 | 6.15 |
| 2,567 | 1.15 | 3.50 | 9.22 | 3.00 | 12.56 | **2.33** | 167.2 | WELBY<br>5.3 | 85.0 | 6.37 | 9.51 | 6.35 | **2.33** | 12.20AM | 5.25 |
| 5,358 | 2.00 | 4.15 | 9.31 | s 3.10 | 1.05 | f 2.44 | 172.5 | D SAN LUCAS<br>5.3 | 79.7 | 6.30 | s 9.43 | 6.27 | f 2.22 | 11.59PM | 4.35 |
| 2,318 | 2.15 | 4.43 | 9.40 | 3.19 | 1.13 | 2.55 | 177.8 | DORCAS<br>5.1 | 74.4 | 6.22 | 9.33 | 6.18 | 2.11 | 11.35 | 4.15 |
| 5,782 PWF | **3.00**<br>**4.15** | 5.10 | f 9.49 | s **3.30** | f 1.21 | s **3.05** | 182.9 | DNR SAN ARDO<br>3.5 | 69.3 | s 6.09 | s 9.25 | f 6.03 | s 1.58 | 11.15 | **4.00**<br>**2.35** |
| 2,328 | 4.25 | 5.30 | 10.00 | 3.38 | 1.34 | 3.13 | 186.4 | GETTY<br>3.3 | 65.8 | 6.04 | 9.16 | 5.58 | 1.52 | 11.00 | 2.05 |
| 3,396 | 4.35 | **5.53** | 10.05 | f 3.43 | 1.39 | 3.19 | 189.7 | WUNPOST<br>6.3 | 62.5 | 5.59 | f 9.12 | **5.53** | 1.46 | 10.45 | 1.55 |
| 4,102 | **5.41** | 6.17 | **10.16** | s 3.55 | 1.50 | f 3.32 | 196.0 | D BRADLEY<br>5.5 | 56.2 | 5.47 | s 9.00 | **5.41** | f **1.33** | **10.16** | **1.33** |
| 5,915 | 5.55 | 6.36 | 10.26 | f 4.04 | 1.59 | 3.43 | 201.5 | NACIMIENTO<br>5.5 | 50.7 | 5.38 | f 8.51 | 5.32 | 1.22 | 9.54 | 12.50AM |
| 6,387 W | 6.40 | 6.56 | 10.36 | s 4.14 | 2.08 | s 3.54 | 207.0 | D SAN MIGUEL<br>4.1 | 45.2 | 5.29 | s 8.41 | 5.23 | s 1.10 | 9.35 | 11.59PM |
| 2,900 | 6.55 | 7.12 | 10.44 | f 4.21 | 2.15 | 4.02 | 211.1 | WELLSONA<br>5.3 | 41.1 | 5.22 | f 8.34 | 5.17 | 1.01 | 9.21 | 11.25 |
| 10,273 W | **7.10**<br>**8.00** | **7.30** | s **10.52** | s 4.30 | s 2.24 | s 4.12 | 216.4 | DN PASO ROBLES<br>5.4 | 35.8 | s 5.10 | s 8.25 | s 5.05 | s 12.48 | 9.05 | **10.52** |
| 3,193 | 8.30 | 7.56 | 11.05 | s 4.40 | 2.40 | f 4.26 | 221.8 | D TEMPLETON<br>3.2 | 30.4 | 5.00 | s 8.15 | 4.57 | f 12.38 | 8.52 | 10.10 |
| 3,249 | **8.45** | 8.03 | 11.10 | f **4.51** | 2.46 | 4.32 | 225.0 | ASUNCION<br>3.2 | 27.2 | 4.55 | f 8.09 | **4.51** | 12.32 | **8.45** | 9.55 |
| 3,250 | 8.55 | **8.15** | 11.15 | f 4.58 | 2.51 | 4.38 | 228.2 | ATASCADERO<br>2.2 | 24.0 | 4.50 | f 8.04 | 4.46 | 12.26 | **8.15** | 9.45 |
| 2,227 | **9.30** | 8.30 | 11.19 | f 5.02 | 2.55 | **4.45** | 230.4 | EAGLET<br>5.1 | 21.8 | **4.45** | f 8.00 | 4.42 | 12.21 | 7.55 | **9.30** |
| 8,569 PYW | 10.20 | **8.55** | s 11.30 | s 5.12 | s 3.05 | s 4.55 | 235.5 | DNR STA. MARGARITA<br>3.5 | 16.2 | s 4.32 | s 7.50 | s 4.30 | s 12.05AM | 7.30 | **8.55** |
| 4,398 | 10.35 | 9.22 | **11.50PM** | 5.22 | 3.20 | 5.10 | 239.0 | CUESTA<br>1.1 | 13.2 | 4.20 | 7.40 | 4.18 | **11.50PM** | 6.55 | 8.00 |
| 149 | | | | | | | 240.8 | THYLE (Spur)<br>3.5 | 12.1 | | | | | | |
| 2,615 W | 11.00 | 9.56 | 12.07AM | f 5.38 | 3.38 | 5.27 | 243.6 | DN SERRANO<br>2.7 | 8.6 | 4.03 | f 7.24 | 4.00 | 11.33 | 6.20 | 7.40 |
| 2,063 | **11.23** | 10.16 | 12.17 | **5.47** | **3.50** | 5.37 | 246.3 | CHORRO<br>1.6 | 5.9 | 3.53 | 7.15 | **3.50** | **11.23** | **5.47** | 7.22 |
| 1,740 | 11.30 | 10.28 | 12.25 | 5.52 | 4.00 | 5.44 | 247.9 | GOLDTREE<br>3.1 | 4.3 | 3.45 | 7.10 | 3.35 | 11.15 | 5.33 | 7.18 |
| 5,672 | 11.45 | 10.48 | 12.35 | 6.02 | 4.10 | f 5.57 | 251.0 | HATHAWAY AVE.<br>1.2 | 1.2 | 3.34 | 7.03 | 3.29 | 11.04 | 5.19 | 7.04 |
| 15,312 PTWFO | 11.59PM | **10.55PM** | s 12.40AM | 6.05PM | s 4.15PM | s 6.00AM | 252.2 | DNR **S. LUIS OBISPO** | 0.0 | 3.30AM | 7.00AM | 3.25PM | **11.00PM** | 5.15PM | 7.00PM |
| | Arrive Daily Ex. Sunday. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (133.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Saturday |
| | (16.59) | (10.40) | (4.45) | (4.35) | (4.40) | (5.20) | | .........Time over District....... | | (4.20) | (4.20) | (4.30) | (5.15) | (10.50) | (17.10) |
| | 7.88 | 12.47 | 28.19 | 29.02 | 28.69 | 25.10 | | ......Average speed per hour...... | | 30.90 | 30.90 | 29.71 | 25.40 | 12.46 | 7.80 |

Automatic Block.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | THIRD CLASS | SECOND CLASS | FIRST CLASS | | | Distance from San Francisco | Time Table No. 71<br>February 9, 1908 | Distance from Santa Barbara. | FIRST CLASS | | | SECOND CLASS | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 334 | 244 | 22 | 18 | 10 | | | | 21 | 17 | 9 | 243 | 333 |
| | Local Freight | Manifest Freight | Coaster | New Orleans Passenger | Sunset Express | | | | Coaster | New Orleans Passenger | Sunset Express | Manifest Freight | Way Freight |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| | | 12.01AM | 8.00AM | 8.00PM | 4.00PM | 0.0 | **SAN FRANCISCO** | 371.2 | 11.45PM | 8.30AM | 11.40AM | 2.40PM | |
| 15,312 PTWFO | 7.00AM | 4.55AM | 4.20PM | 6.10AM | 12.45AM | 252.2 | DNR **S. LUIS OBISPO**<br>5.7 | 119.0 | s 3.20PM | s 10.50PM | s 3.20AM | 5.00PM | 3.45PM |
| 3,874 IP | 7.20 | 5.25 | **4.30** | f 6.22 | 12.55 | 257.9 | D EDNA<br>P. C. R. R. Crossing.<br>2.1 | 113.3 | **3.10** | f 10.41 | 3.10 | **4.30** | **3.10** |
| 1,430 | 7.25 | 5.31 | 4.34 | 6.26 | 12.59 | 260.0 | TIBER<br>3.1 | 111.2 | 3.03 | 10.34 | 3.03 | 3.40 | 2.47 |
| 660 | 7.30 | 5.44 | 4.40 | f 6.32 | 1.06 | 263.1 | PIZMO (Spur)<br>1.1 | 108.1 | 2.58 | f 10.29 | 2.58 | 3.26 | 2.40 |
| 3,210 | 7.32 | 5.49 | 4.42 | 6.34 | 1.09 | 264.2 | GROVER<br>1.8 | 107.0 | 2.56 | 10.27 | 2.56 | 3.23 | 2.36 |
| 6,420 W | 8.05 | 5.55 | s 4.46 | s 6.38 | 1.13 | 266.0 | D OCEANO<br>3.9 | 105.2 | s 2.53 | f 10.23 | 2.51 | 3.17 | 2.32 |
| 2,195 | 8.14 | 6.09 | 4.52 | 6.45 | 1.18 | 269.9 | CALLENDER<br>2.6 | 101.3 | 2.47 | 10.15 | 2.44 | 3.05 | 2.16 |
| 4,801 | 8.20 | 6.19 | 4.57 | 6.50 | 1.23 | 272.5 | BROMELA<br>4.0 | 98.7 | 2.42 | 10.10 | 2.39 | 2.55 | 2.10 |
| 8,887 W | 9.10 | **6.59** | s 5.04 | s **6.59** | s 1.30 | 276.5 | DN **GUADALUPE**<br>4.3 | 94.7 | s **2.35** | s 9.58 | s 2.29 | **2.35** | 2.00 |
| 2,894 | 9.22 | 7.30 | 5.12 | f 7.09 | 1.39 | 280.8 | WALDORF<br>4.0 | 90.4 | 2.27 | f 9.50 | 2.20 | 2.10 | 1.30 |
| 2,598 | 9.33 | 7.55 | 5.19 | 7.18 | 1.48 | 284.8 | SCHUMAN<br>2.7 | 86.4 | 2.20 | 9.42 | 2.13 | 1.54 | 1.20 |
| 4,744 | 9.55 | 8.02 | 5.24 | f 7.23 | 1.53 | 287.5 | D CASMALIA<br>2.5 | 83.7 | 2.13 | f 9.33 | 2.04 | 1.42 | 1.10 |
| 1,720 | 10.00 | 8.19 | 5.29 | 7.28 | **2.00** | 290.0 | ANTONIO<br>3.2 | 81.2 | 2.09 | 9.28 | **2.00** | 1.35 | 12.52 |
| 3,735 | 10.08 | 8.35 | 5.35 | f 7.35 | 2.10 | 293.2 | NARLON<br>4.0 | 78.0 | 2.04 | f 9.22 | 1.52 | 1.25 | 12.44 |
| 3,872 | 10.20 | 9.00 | 5.42 | 7.43 | 2.17 | 297.2 | TANGAIR<br>5.5 | 74.0 | 1.57 | 9.15 | 1.45 | 1.15 | 12.30 |
| 4,926 PYWF | **10.32**<br>**11.00** | 9.15 | s 5.52 | s 7.53 | s 2.27 | 302.7 | DNR **SURF**<br>5.3 | 68.5 | s 1.42 | s 9.00 | s 1.30 | 12.50 | **12.10PM**<br>**10.40AM** |
| 3,612 P | 11.15 | 9.48 | 6.05 | f 8.10 | 2.40 | 308.0 | HONDA<br>4.6 | 63.2 | 1.33 | f 8.50 | 1.21 | 12.15PM | 10.20 |
| 2,280 | **11.35** | **10.04** | 6.12 | 8.20 | 2.48 | 312.6 | ARGUELLO<br>4.8 | 58.6 | 1.25 | 8.43 | 1.13 | **11.35AM** | **10.04** |
| 3,662 | 11.59AM | 10.25 | 6.21 | f 8.30 | 2.57 | 317.4 | D SUDDEN<br>3.2 | 53.8 | 1.17 | f 8.34 | 1.06 | 11.10 | 9.44 |
| 2,160 W | 12.10PM | **10.43** | 6.26 | 8.36 | 3.03 | 320.6 | JALAMA<br>4.7 | 50.6 | 1.11 | 8.28 | 1.00 | **10.43** | 9.31 |
| 6,862 | **1.02** | 11.02 | 6.34 | f 8.46 | 3.12 | 325.3 | D CONCEPCION<br>4.6 | 45.9 | **1.02** | f 8.18 | 12.53 | 10.20 | 9.15 |
| 2,312 | 1.19 | 11.20 | 6.42 | **8.55** | 3.20 | 329.9 | GATO<br>1.0 | 41.3 | 12.54 | 8.11 | 12.45 | 9.55 | **8.55** |
| 931 | 1.22 | 11.23 | 6.44 | f 8.57 | 3.22 | 331.0 | SAN AUGUSTINE<br>3.2 | 40.2 | 12.52 | f 8.09 | 12.43 | 9.50 | 8.36 |
| 793 | 1.29 | 11.36 | 6.49 | f 9.03 | 3.27 | 334.2 | DRAKE<br>0.6 | 37.0 | 12.46 | f 8.04 | 12.38 | 9.37 | 8.26 |
| 2,310 P | 1.40 | 11.38 | 6.50 | 9.04 | 3.28 | 334.8 | SACATE<br>4.6 | 36.4 | 12.45 | 8.03 | 12.37 | 9.35 | 8.25 |
| 4,466 WP | 2.00 | 11.50 | s 6.59 | s **9.13** | 3.37 | 339.4 | DN GAVIOTA<br>3.2 | 31.8 | s 12.37 | s 7.53 | 12.30 | **9.13** | 8.00 |
| 2,294 | 2.10 | 11.58AM | 7.04 | 9.21 | 3.43 | 342.6 | LENTO<br>3.1 | 28.6 | 12.30 | 7.47 | 12.20 | 9.03 | 7.45 |
| 3,694 P | 2.20 | **12.23PM** | 7.09 | f 9.26 | 3.48 | 345.7 | TAJIGUAS<br>2.9 | 25.5 | **12.23** | f 7.42 | 12.13 | 8.52 | 7.35 |
| 1,213 | 2.25 | 12.39 | 7.14 | f 9.31 | 3.54 | 348.6 | ORELLA (Spur)<br>1.3 | 22.6 | 12.16 | f 7.37 | 12.06 | 8.42 | 7.25 |
| 2,310 | 2.29 | 12.45 | 7.16 | 9.34 | 3.57 | 349.9 | CAPITAN<br>5.1 | 21.3 | 12.13 | 7.34 | 12.03AM | 8.37 | 7.20 |
| 5,304 W | 2.50 | 1.13 | **7.25** | s 9.44 | 4.05 | 355.0 | DN NAPLES<br>3.9 | 16.2 | 12.05PM | s **7.25** | 11.55PM | 8.10 | 7.10 |
| 3,950 | 3.15 | 1.31 | 7.36 | f 9.54 | 4.15 | 358.9 | ELLWOOD<br>1.2 | 12.3 | 11.58AM | f 7.13 | 11.47 | 7.57 | 6.45 |
| 1,442 | 3.20 | 1.36 | 7.38 | f 9.56 | 4.17 | 360.1 | COROMAR<br>1.6 | 11.1 | 11.56 | f 7.11 | 11.45 | 7.53 | 6.36 |
| 1,261 | 3.25 | 1.42 | 7.41 | 9.59 | 4.20 | 361.7 | LA PATERA<br>1.1 | 9.5 | 11.54 | 7.08 | 11.42 | 7.48 | 6.33 |
| 3,817 | 4.00 | 1.47 | 7.43 | s 10.02 | 4.22 | 362.8 | D GOLETA<br>3.7 | 8.4 | 11.52 | s 7.03 | 11.40 | 7.44 | 6.30 |
| 3,753 | 4.20 | 2.10 | 7.53 | 10.10 | 4.30 | 366.5 | IRMA<br>4.7 | 4.7 | 11.47 | 6.55 | 11.33 | 7.32 | 6.15 |
| PTWFO | 5.00PM | 2.30PM | s 8.05PM | s 10.20AM | s 4.40AM | 371.2 | DNR **SANTA BARBARA** | 0.0 | 11.40AM | 6.45PM | 11.25PM | 7.20AM | 6.00AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (119.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (10.00) | (9.35) | (3.45) | (4.10) | (3.55) | | Time over District | | (3.40) | (4.05) | (3.55) | (9.40) | (9.45) |
| | 11.90 | 12.41 | 31.73 | 28.05 | 30.34 | | Average speed per hour | | 32.45 | 29.10 | 30.34 | 12.31 | 12.02 |

Automatic Block.

**Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.**

Nos. 17 and 18 will stop at Light-house road crossing, just west of Arguello siding, for passengers when flagged.

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

☞ NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose, scheduled via Bay Shore, which will use double track east of South San Francisco jointly with trains scheduled via Ocean View. Trains via Bay Shore, must be given preference.

On double track between San Francisco and San Jose, via Bay Shore, extra trains will, on receipt of a clearance card, and all orders designated thereon, display proper signals and run extra without orders to do so.

Ocean View will be train order office where semaphores will be maintained.

Time Table No. 71

February 9, 1908

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | FIRST CLASS | | | | Distance from San Francisco | | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|
| | 76 | 74 | 72 | 70 | | | | | |
| | Horseshoe Way Pass. | Horseshoe Way Pass. | San Bruno Way Pass. | Horseshoe Way Pass. | | | | | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | | | | | |
| | 6.25PM | 5.25PM | 11.45AM | 5.40AM | 0.0<br>0.7 | | DNR | SAN FRANCISCO<br>THIRD STREET<br>0.5 | Double Track. |
| TWFO | 6.27 | 5.27 | 11.47 | 5.42 | 1.2 | Automatic Block. | | CHANNEL STREET<br>0.9 | |
| | 6.31 | 5.31 | 11.51 | 5.46 | 2.1 | | | EIGHTEENTH STREET<br>1.0 | |
| 455 | s 6.35 | s 5.35 | s 11.55 | s 5.50 | 3.1 | | | VALENCIA STREET<br>1.3 | |
| 1,578 | f 6.39 | f **5.40** | f 11.59AM | f 5.54 | 4.4 | | | BERNAL<br>1.2 | |
| 3,345 | f 6.42 | f 5.42 | f 12.02PM | f 5.57 | 5.5 | | | ELKTON<br>1.2 | |
| 1,021 | s 6.45 | s 5.45 | s 12.05 | s 6.00 | 6.7 | | D | OCEAN VIEW<br>1.1 | Double Track. |
| 7,355 Y | f 6.47 | f 5.47 | f 12.07 | f 6.02 | 7.8 | | | SPRING VALLEY<br>0.7 | |
| 3,041 | f 6.48 | f 5.49 | f 12.09 | f 6.03 | 8.5 | | | UNION PARK<br>0.4 | |
| 1,710 | s 6.50 | s 5.50 | s 12.11 | s 6.05 | 8.9 | | | COLMA<br>0.5 | |
| | f | f | f | f | 9.4 | | | WOODLAWN<br>0.1 | |
| 254 | f | f | f | f | 9.5 | | | GREENLAWN<br>0.1 | |
| | f | f | f | f | 9.6 | | | ETERNAL HOME<br>0.1 | |
| | f | f | f | f | 9.7 | | | MT. OLIVET<br>0.1 | |
| | f 6.53 | f 5.53 | f 12.15 | f 6.08 | 9.8 | | | SHOLIM<br>0.3 | |
| 427 | f 6.54 | f 5.54 | f 12.17 | f 6.09 | 10.1 | | | EMANUEL<br>0.2 | |
| | f | f | f | f | 10.3 | | | CYPRESS LAWN<br>0.4 | |
| 700 | f 6.57 | f 5.57 | s 12.20 | f 6.11 | 10.7 | | | HOLY CROSS<br>1.2 | |
| 1,738 W | f 7.00 | f 6.00 | f 12.25 | f 6.14 | 11.9 | | | **BADEN** | |
| 1,738 W | | | | | 11.9 | | | **BADEN**<br>1.4 | |
| 2,391 | | | | | 13.3 | | D | SO. SAN FRANCISCO<br>0.8 | Double Track |
| | | | | | | Automatic Block | | **TANFORAN** Y<br>0.6 | |
| 620 Y | | | | | 14.7 | | DR | **SAN BRUNO** | |
| 1,738 W | 7.00 | 6.00 | 12.25 | 6.14 | 11.9 | Automatic Block | | **BADEN**<br>1.5 | |
| 6,098 | f 7.03 | f 6.03 | f 12.28 | f 6.17 | 13.4 | | | **TANFORAN**<br>0.6 | |
| 620 Y | s 7.05PM | s 6.05PM | 12.30PM | s 6.20AM | 14.7 | | DR | **SAN BRUNO** | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | (0.40) | (0.40) | (0.45) | (0.40) | | | | ................Time over District. | |
| | 22.05 | 22.05 | 19.60 | 22.05 | | | | ..............Average speed per hour. | |

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

| | Time Table No. 71<br>February 9, 1908<br>**STATIONS** | | Distance from San Bruno | **FIRST CLASS** | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | 71<br>Horseshoe Way Pass. | 35<br>San Francisco Way Pass. | 73<br>San Francisco Way Pass. | 75<br>Horseshoe Way Pass. | 77<br>Horseshoe Way Pass. |
| | | | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| | **SAN FRANCISCO**<br>DNR THIRD STREET<br>0.5 | Double Track. | 14.7<br>14.0 | 6.35AM | 7.35AM | 1.55PM | 5.55PM | 7.15PM |
| Automatic Block. | CHANNEL STREET<br>0.9 | | 13.5 | 6.33 | 7.33 | 1.53 | 5.53 | 7.13 |
| | EIGHTEENTH STREET<br>1.0 | | 12.6 | 6.29 | 7.29 | 1.49 | 5.49 | 7.09 |
| | VALENCIA STREET<br>1.3 | | 11.6 | s 6.25 | s 7.25 | s 1.45 | s 5.45 | s 7.05 |
| | BERNAL<br>1.1 | | 10.3 | f 6.20 | f 7.19 | f 1.41 | f **5.40** | f 7.01 |
| | ELKTON<br>1.2 | | 9.2 | f 6.18 | f 7.17 | f 1.39 | f 5.37 | f 6.58 |
| | D OCEAN VIEW<br>1.1 | Double Track. | 8.0 | s 6.15 | s 7.14 | s 1.36 | s 5.34 | s 6.55 |
| | SPRING VALLEY<br>0.7 | | 6.9 | f 6.13 | f 7.12 | f 1.34 | f 5.32 | f 6.53 |
| | UNION PARK<br>0.4 | | 6.2 | f 6.11 | f 7.10 | f 1.32 | f 5.30 | f 6.51 |
| | COLMA<br>0.5 | | 5.8 | s 6.09 | s 7.08 | s 1.30 | s 5.28 | s 6.49 |
| | WOODLAWN<br>0.1 | | 5.3 | f | f | f | f | f |
| | GREENLAWN<br>0.1 | | 5.2 | f | f | f | f | f |
| | ETERNAL HOME<br>0.1 | | 5.1 | f | f | f | f | f |
| | MT. OLIVET<br>0.1 | | 5.0 | f | f | f | f | f |
| | SHOLIM<br>0.3 | | 4.9 | f 6.06 | f 7.05 | s 1.25 | s 5.26 | f 6.47 |
| | EMANUEL<br>0.2 | | 4.6 | f 6.04 | 7.03 | s 1.22 | s 5.25 | f 6.46 |
| | CYPRESS LAWN<br>0.4 | | 4.4 | f | f | f | f | f |
| | HOLY CROSS<br>1.2 | | 4.0 | f 6.02 | f 7.01 | f 1.20 | f 5.23 | f 6.44 |
| | **BADEN** | | 2.8 | 5.58 | 6.57 | 1.16 | 5.20 | 6.40 |
| | **BADEN**<br>1.4 | | 2.8 | | | | | |
| | DN SO. SAN FRANCISCO<br>0.8 | Double Track. | 1.4 | | | | | |
| Automatic Block. | **TANFORAN** Y<br>0.6 | | 0.6 | | | | | |
| | DNR **SAN BRUNO** | | 0.0 | | | | | |
| | **BADEN**<br>1.5 | | 2.1 | f 5.58 | f 6.57 | f 1.16 | f 5.20 | f 6.40 |
| | **TANFORAN**<br>0.6 | | 0.6 | 5.55 | 6.54 | 1.12 | 5.17 | 6.37 |
| | DNR **SAN BRUNO** | | 0.0 | 5.45AM | 6.50AM | 1.10PM | 5.10PM | 6.25PM |
| | | | | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| | Time over District............... | | | (0.50) | (0.45) | (0.50) | (0.45) | (0.50) |
| | Average speed per hour............ | | | 17.64 | 19.60 | 17. 64 | 19.60 | 17.64 |

☞ NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose, scheduled via Bay Shore, which will use double track east of South San Francisco jointly with trains scheduled via Ocean View. Trains via Bay Shore must be given preference.

On double track between San Jose and San Francisco, via Bay Shore, extra trains will, on receipt of a clearance card, and all orders designated thereon, display proper signals and run extra without orders to do so.

Ocean View will be train order office where semaphore will be maintained.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | THIRD CLASS | FIRST CLASS | | | | | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908 |
|---|---|---|---|---|---|---|---|---|---|
| | 266 | 96 | 94 | 92 | 32 | 90 | | | |
| | Santa Cruz Way Freight | Santa Cruz Passenger | Santa Cruz Passenger | Santa Cruz Passenger | Santa Cruz Passenger | Santa Cruz Passenger | | | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** |
| | | 4.00PM | 3.00PM | 9.00AM | 6.40AM | | 0.0 | | **SAN FRANCISCO** |
| 19,375 PYW | 7.00AM | 8.45PM | 5.50PM | 12.30PM | 10.45AM | 9.00AM | 100.1 | DNR | **PAJARO**<br>1.7 |
| 20,258 | 7.20 | s 8.55 | s 6.00 | s 12.40 | s 10.55 | s 9.10 | 101.8 | D | WATSONVILLE<br>P. V. R. R. crossing.<br>2.0 |
| 1,528 | 7.40 | f 9.00 | f 6.05 | f 12.45 | f 11.03 | f 9.15 | 103.8 | | LAGUNA<br>3.3 |
| 421 | 7.50 | f 9.10 | f **6.15** | f 12.55 | f 11.12 | f 9.25 | 107.1 | | ELLICOTT<br>1.9 |
| 129 | | f | f | f | f | f | 109.0 | | MANRESA (Spur)<br>0.8 |
| 291 | | f | f | f | f | f | 109.8 | | LEONARD (Spur)<br>2.2 |
| 268 | 8.05 | 9.21 | 6.26 | 1.06 | 11.25 | 9.36 | 112.0 | | FARLEY<br>0.6 |
| 3,086 Y | **8.15** | s 9.23 | s 6.28 | s **1.08** | s **11.30** | s **9.40** | 112.6 | D | APTOS<br>1.5 |
| | | f | f | f | f | f | 114.1 | | NEW BRIGHTON (No Siding)<br>1.7 |
| 1,530 | 8.35 | s 9.33 | s 6.38 | s 1.18 | s 11.40 | s 9.50 | 115.8 | D | CAPITOLA<br>0.6 |
| 4,943 | | | | | | | 116.4 | | OPAL (Spur)<br>1.1 |
| | | f | f | f | f | f | 117.5 | | DELMAR (No Siding)<br>1.0 |
| 350 | | f | f | f | f | f | 118.5 | | TWIN LAKES (Spur)<br>0.6 |
| | | f | f | f | f | f | 119.1 | | SEABRIGHT (No Siding)<br>1.4 |
| 5,242 PTWF | 9.00AM | 9.50PM | 6.55PM | 1.35PM | **11.59**AM | 10.10AM | 120.5 | DR | **SANTA CRUZ** |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (20.4) |
| | (2.00) | (1.05) | (1.05) | (1.05) | (1.14) | (1.10) | | | ……………….Time over District |
| | 10.25 | 18.33 | 18.33 | 18.33 | 16.00 | 17.49 | | | ……………….Average speed per hour |

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | THIRD CLASS | FIRST CLASS | | | | | | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 272 | 110 | 28 | 108 | 106 | 102 | 104 | | | |
| | Pacific Grove Mixed | Pacific Grove Passenger | Del Monte Express | Pacific Grove Passenger | Pacific Grove Passenger | Pacific Grove Passenger | Pacific Grove Passenger | | | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Sunday only | | | **STATIONS** |
| | | 4.00PM | 3.00PM | 9.00AM | 8.00AM | 6.40AM | | 0.0 | | **SAN FRANCISCO** |
| 8,143 PYW | 8.45AM | 8.20PM | 6.10PM | 12.55PM | 12.01PM | **11.00**AM | **8.30**AM | 110.4 | DNR | **CASTROVILLE**<br>2.1 |
| 862 | 8.50 | f 8.25 | 6.15 | f 1.05 | 12.06 | f 11.05 | f 8.35 | 112.5 | | MOROCOJO<br>P. V. R. R. crossing.<br>1.3 |
| 895 | 8.54 | f 8.30 | 6.20 | f 1.10 | 12.10 | f 11.10 | f 8.40 | 113.8 | | NEPONSET<br>1.7 |
| 352 | 8.59 | f 8.35 | 6.25 | f 1.15 | 12.15 | f 11.15 | f 8.44 | 115.5 | | BARDIN<br>4.3 |
| 902 | 9.14 | f 8.42 | 6.32 | f **1.22** | **12.25** | f 11.22 | f 8.51 | 119.8 | | GIGLING<br>3.6 |
| 1,157 | 9.29 | f 8.49 | 6.39 | f 1.29 | 12.32 | f 11.29 | f 8.58 | 123.4 | | SEASIDE<br>1.6 |
| 3,144 | 9.35 | s 8.53 | s **6.43** | s 1.33 | s **12.36** | s 11.32 | s 9.01 | 125.0 | D | DEL MONTE<br>0.8 |
| 2,729 | 9.40 | s 8.58 | s 6.48 | s 1.38 | s 12.39 | s **11.35** | s 9.06 | 125.8 | D | MONTEREY<br>1.1 |
| 573 | | | | | | | | 126.9 | | HOFFMAN AVE.<br>1.5 |
| 4,199 TWF | 9.55AM | 9.10PM | 7.00PM | 1.50PM | 12.50PM | 11.45AM | 9.15AM | 128.4 | DR | **PACIFIC GROVE**<br>1.8 |
| 1,268 | | | | | | | | 130.2 | | **LAKE MAJELLA** |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sunday only | | | (18.0) |
| | (1.10) | (0.50) | (0.50) | .0.55) | (0.50) | (0.45) | (0.45) | | | ……………….Time over District |
| | 15.42 | 21.60 | 21.60 | 19.60 | 21.60 | 24.00 | 24.00 | | | ……………….Average speed per hour |

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

## San Francisco and Salinas Sub-Division (Continued)—TOWARD SAN FRANCISCO.

Westward.

| Time Table No. 71<br>February 9, 1908. |  | Distance from Santa Cruz | FIRST CLASS |  |  |  |  | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|
|  |  |  | 91 | 93 | 95 | 31 | 97 | 267 |
|  |  |  | Pajaro Passenger | Pacific Grove Passenger | Pajaro Passenger | Santa Cruz Passenger | Pajaro Passenger | Way Freight |
|  | **STATIONS** |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
|  | **SAN FRANCISCO** | 120.5 | 12.01PM |  | 4.00PM | 8.45PM | 11.45PM |  |
| DNR | **PAJARO**<br>1.7 | 20.4 | 8.45AM | s 10.20AM | 12.15PM | s 5.30PM | 6.45PM | 2.45PM |
| D | WATSONVILLE<br>P. V. R. R. crossing.<br>2.0 | 18.7 | s 8.40 | s 10.10 | s 12.05PM | s 5.22 | s 6.35 | 2.20 |
|  | LAGUNA<br>3.3 | 16.7 | f 8.34 | f 10.05 | f 11.58AM | 5.17 | f 6.30 | 1.55 |
|  | ELLICOTT<br>1.9 | 13.4 | f 8.27 | f 9.53 | f 11.46 | f 5.07 | f **6.15** | 1.40 |
|  | MANRESA (Spur)<br>0.8 | 11.5 | f | f | f | f | f |  |
|  | LEONARD (Spur)<br>2.2 | 10.7 | f | f | f | f | f |  |
|  | FARLEY<br>0.6 | 8.5 | 8.17 | 9.42 | 11.33 | 4.57 | 6.02 | 1.15 |
| D | APTOS<br>1.5 | 7.9 | s **8.15** | s **9.40** | s **11.30** | s 4.55 | s 6.00 | **1.08** |
|  | NEW BRIGHTON (No Siding)<br>1.7 | 6.4 | f | f | f | f | f |  |
| D | CAPITOLA<br>0.6 | 4.7 | s 8.05 | s 9.30 | s 11.20 | s 4.45 | s 5.50 | 12.25PM |
|  | OPAL (Spur)<br>1.1 | 4.1 |  |  |  |  |  |  |
|  | DELMAR (No. Siding)<br>1.0 | 3.0 | f | f | f | f | f |  |
|  | TWIN LAKES (Spur)<br>0.6 | 2.0 | f | f | f | f | f |  |
|  | SEABRIGHT (No Siding)<br>1.4 | 1.4 | f | f | f | f | f |  |
| DR | **SANTA CRUZ** | 0.0 | 7.50AM | 9.15AM | 11.05AM | 4.30PM | 5.35PM | **11.59AM** |
|  | (20.4) |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
|  | Time over District |  | (0.55) | (1.05) | (1.10) | (1.00) | (1.10) | (2.45) |
|  | Average speed per hour |  | 22.25 | 18.33 | 17.49 | 20.40 | 17.49 | 7.46 |

## San Francisco and Salinas Sub-Division (Continued)—TOWARD SAN FRANCISCO.

Westward.

| Time Table No. 71<br>February 9, 1908. |  | Distance from Pacific Grove | FIRST CLASS |  |  |  |  |  | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|
|  |  |  | 27 | 103 | 105 | 107 | 101 | 109 | 271 |
|  |  |  | Del Monte Express | Castroville Passenger | Castroville Passenger | Salinas Passenger | Santa Cruz Passenger | Castroville Passenger | Castroville Mixed |
|  | **STATIONS** |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sunday only | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
|  | **SAN FRANCISCO** | 128.4 | 12.01PM | 4.00PM |  |  | 8.45PM | 11.45PM |  |
| DNR | **CASTROVILLE**<br>2.1 | 18.0 | s **8.30AM** | **11.00AM** | 12.50PM | s 2.55PM | s 5.05PM | 7.20PM | 2.30PM |
|  | MOROCOJO<br>P. V. R. R. crossing<br>1.3 | 15.9 | 8.25 | f 10.55 | f 12.40 | f 2.45 | f 4.58 | f 7.10 | 2.10 |
|  | NEPONSET<br>1.7 | 14.6 | 8.22 | f 10.50 | f 12.37 | f 2.41 | s 4.53 | f 7.06 | 1.55 |
|  | BARDIN<br>4.3 | 12.9 | 8.18 | f 10.45 | f 12.32 | f 2.36 | f 4.47 | f 7.01 | 1.40 |
|  | GIGLING<br>3.6 | 8.6 | 8.11 | f 10.38 | f **12.25** | f 2.29 | f 4.40 | f 6.54 | **1.22** |
|  | SEASIDE<br>1.6 | 5.0 | 8.04 | f 10.31 | f 12.18 | f 2.22 | f 4.33 | f 6.47 | 12.45 |
| D | DEL MONTE<br>0.8 | 3.4 | s 8.00 | s 10.28 | s 12.15 | s 2.18 | s 4.30 | s **6.43** | **12.36** |
| D | MONTEREY<br>1.1 | 2.6 | s 7.48 | s 10.20 | s **12.10** | s 2.15 | s 4.25 | s 6.38 | **12.20PM**<br>**11.35AM** |
|  | HOFFMAN AVE.<br>1.5 | 1.5 |  |  |  |  |  |  |  |
| DR | **PACIFIC GROVE**<br>1.8 | 0.0 | 7.40AM | 10.10AM | 12.01PM | 2.05PM | 4.15PM | 6.30PM | 11.15AM |
|  | **LAKE MAJELLA** | 0.0 |  |  |  |  |  |  |  |
|  | (18.0) |  | Leave Daily | Leave Daily | Leave Daily | Leave Sunday only | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
|  | Time over District |  | (0.50) | (0.50) | (0.50) | (0.50) | (0.50) | (0.50) | (3.15) |
|  | Average speed per hour |  | 21.60 | 21.60 | 21.60 | 21.60 | 21.60 | 21.60 | 5.53 |

Nos. 271 and 272 will carry passengers.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 267 will do Loma Prieta work Tuesdays and Fridays.

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued)—TOWARD SAN FRANCISCO. Westward.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | FIRST CLASS<br>30<br>Tres Pinos Way Pass. | 84<br>Tres Pinos Mixed | 86<br>Tres Pinos Passenger | 82<br>Hollister Passenger | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908.<br>STATIONS | Distance from Tres Pinos | FIRST CLASS<br>29<br>Tres Pinos Way Pass. | 83<br>Gilroy Passenger | 85<br>Gilroy Mixed | 87<br>Gilroy Passenger |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday only | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday only |
| | 3.20PM | 9.00AM | 9.00AM | 6.40AM | 00.0 | | **SAN FRANCISCO** | 101.2 | 10.25AM | 4.00PM | 8.45PM | 8.45PM |
| | 6.10PM | 11.55AM | 11.50AM | 9.55AM | 83.2 | R | **CARNADERO**<br>0.7 | 18.0 | 7.45AM | 11.20AM | 4.40PM | 4.45PM |
| 1,022 | | | | | 83.9 | | PLANTEL<br>2.1 | 17.3 | | | | |
| 2,163 | | | | | 86.0 | | LUZON (Spur)<br>4.4 | 15.2 | | | | |
| 531 | f 6.26 | 12.20PM | f 12.07PM | f 10.11 | 90.4 | | HUDNER<br>4.6 | 10.6 | f 7.28 | f 11.03 | 4.00 | f 4.28 |
| 15,219 TW | s 6.35 | 12.45<br>1.20 | s 12.16 | 10.20AM | 95.0 | DR | HOLLISTER<br>6.2 | 6.2 | s 7.20 | 10.55AM | 3.40<br>2.40 | s 4.20 |
| 3,410 T | 6.55PM | 1.45PM | 12.35PM | | 101.2 | DR | **TRES PINOS** | 0.0 | 7.00AM | | 2.20PM | 4.00PM |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday only | Arrive Daily | | | (18.0) | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday only |
| | (0.45) | (1.50) | (0.45) | (0.25) | | | ................Time over District................ | | (0.45) | (0.25) | (2.20) | (0.45) |
| | 24.00 | 9.81 | 24.00 | 28.35 | | | ...............Average speed per hour............... | | 24.00 | 28.32 | 7.71 | 24.00 |

## Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | FIRST CLASS<br>136<br>Lompoc Passenger | 134<br>Lompoc Mixed | 132<br>Lompoc Passenger | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908.<br>STATIONS | Distance from Lompoc | FIRST CLASS<br>131<br>Surf Mixed | 133<br>Surf Passenger | 135<br>Surf Passenger |
|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily |
| | 8.00AM | | 8.00PM | 0.0 | | **SAN FRANCISCO** | 312.3 | | 11.45PM | 8.30AM |
| 4,926 PYWC | 6.00PM | 1.50PM | 8.05AM | 302.7 | DNR | **SURF**<br>1.1 | 9.6 | 7.45AM | 1.35PM | 5.45PM |
| 153 | 6.05 | 2.00 | 8.10 | 303.8 | | BARODA<br>8.5 | 8.5 | 7.35 | 1.30 | 5.40 |
| 7,778 T | 6.25PM | 2.35PM | 8.30AM | 312.3 | DR | **LOMPOC** | 0.0 | 7.00AM | 1.10PM | 5.20PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | (9.6) | | Leave Daily | Leave Daily | Leave Daily |
| | (0.25) | (0.45) | (0.25) | | | ................Time over District................ | | (0.45) | (0.25) | (0.25) |
| | 23.04 | 11.80 | 23.04 | | | ..............Average speed per hour.............. | | 11.80 | 23.04 | 23.04 |

## Eastward. FROM S. F.—S. F. and Salinas Sub-Div. (Con'd)—TOWARD S. F. Westward

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | FIRST CLASS<br>80<br>New Almaden Way Pass. | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908.<br>STATIONS | Distance from New Almaden | FIRST CLASS<br>81<br>San Jose Way Pass. |
|---|---|---|---|---|---|---|
| | Leave Tuesday and Friday | | | | | Arrive Tuesday and Friday |
| | 8.00AM | 0 0 | | **SAN FRANCISCO** | 63.3 | 4.00PM |
| 4,103 | 10.05AM | 55.5 | DR | **HILLSDALE**<br>3.5 | 7.8 | s 12.15PM |
| 1,190 | f 10.15 | 59.0 | | ALAMITOS<br>0.9 | 4.3 | f 12.01PM |
| 3,760 WY | f 10.20 | 59.9 | | SEALS<br>1.5 | 3.4 | f 11.35AM |
| 368 | s 10.35 | 61.4 | | GREYSTONE<br>1.9 | 1.9 | s 11.25 |
| 1,935 TW | 10.50AM | 63.3 | DR | **NEW ALMADEN** | 0.0 | 11.15AM |
| | Arrive Tuesday and Friday | | | (7.8) | | Leave Tuesday and Friday |
| | (0.45) | | | ................Time over District................ | | (1.00) |
| | 11.70 | | | ..............Average speed per hour.............. | | 7.80 |

## Eastward. FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division—TOWARD SAN FRANCISCO. Westward.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | THIRD CLASS<br>152<br>Davenport Mixed | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908.<br>STATIONS | Distance from Davenport | THIRD CLASS<br>151<br>Santa Cruz Mixed |
|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | | | | | Arrive Daily Ex. Sunday |
| | | 0.0 | | **SAN FRANCISCO** | 131.9 | |
| 10,642 PFWT | 1.00PM | 120.5 | DR | **SANTA CRUZ**<br>1.8 | 11.4 | 4.30PM |
| 2,600 | 1.10 | 122.3 | | ORBY<br>4.8 | 9.6 | 4.15 |
| 2,500 | 1.40 | 127.1 | | GODOLA<br>4.8 | 4.8 | 3.45 |
| 13,850 | 2.15PM | 131.9 | R | **DAVENPORT** | 0.0 | 3.15PM |
| | Arrive Daily Ex. Sunday | | | 11.4 | | Leave Daily Ex. Sunday |
| | (1.15) | | | ..................Time over District.................. | | (1.15) |
| | 9.12 | | | ................ Average speed per hour ................ | | 9.12 |

Ingleside Branch extends from Spring Valley to Ingleside; distance 1.6 miles.
Spreckels Branch extends from Spreckels Junction to Spreckels; distance 2.8 miles.
Betteravia Branch extends from Guadalupe to Betteravia; distance 4.8 miles.
Loma Prieta Branch extends from Aptos to Loma Prieta; distance 4.0 miles.
} Service on these Branches performed by Extras only.

**Trains must obtain clearance cards before leaving Tres Pinos, Lompoc and New Almaden only when operator is on duty.**

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

# RATING OF LOCOMOTIVES—COAST DIVISION.

| Classification. | ENGINE NUMBERS. | Boiler Pressure | SAN FRANCISCO TO SALINAS |  | SALINAS TO SAN FRANCISCO |  | SALINAS TO SANTA MARGARITA |  | SANTA MARGARITA TO SALINAS |  | SANTA MARGARITA TO SAN LUIS OBISPO |  | SAN LUIS OBISPO TO SANTA MARGARITA |  | SAN LUIS OBISPO TO SANTA BARBARA |  | SANTA BARBARA TO SAN LUIS OBISPO |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local | Rating in Ms. Through | Local |
| E—63 18/24 60 | 1430 to 1432 | 145 | 1220 | 1425 | 1220 | 1425 | 1000 | 1305 | 1285 | 2025 | 300 | 300 | 260 | 260 | 745 | 815 | 745 | 815 |
| E—69 18/24 59 | 1370, 1372 to 1375 | 160 | 1385 | 1615 | 1385 | 1615 | 1145 | 1480 | 1455 | 2275 | 370 | 370 | 330 | 330 | 865 | 940 | 865 | 940 |
| E—69 18/24 61 | 1376 to 1381 | 160 | 1410 | 1645 | 1410 | 1645 | 1160 | 1505 | 1480 | 2325 | 365 | 365 | 320 | 320 | 870 | 950 | 870 | 950 |
| E—69 18/24 60 | 1412, 1413 | 150 | 1310 | 1530 | 1310 | 1530 | 1075 | 1400 | 1375 | 2165 | 330 | 330 | 290 | 290 | 805 | 880 | 805 | 880 |
| E—63 17/24 52 | 1300, 1307, 1309, 1310, 1312, 1318, 1324, 1319, 1326, 1327 | 150 | 1115 | 1330 | 1115 | 1330 | 915 | 1195 | 1175 | 1860 | 295 | 295 | 255 | 255 | 695 | 790 | 695 | 790 |
| E—63 17/24 50 | 1302, 1304, 1305 | 150 | 1070 | 1275 | 1070 | 1275 | 880 | 1145 | 1130 | 1775 | 290 | 290 | 255 | 255 | 670 | 760 | 670 | 760 |
| E—54 17/24 50 | 1306 | 140 | 1070 | 1250 | 1070 | 1250 | 875 | 1145 | 1125 | 1780 | 260 | 260 | 225 | 225 | 655 | 715 | 655 | 715 |
| E—69 17/24 47 | 1295 | 140 | 1070 | 1250 | 1070 | 1250 | 875 | 1145 | 1125 | 1780 | 260 | 260 | 225 | 225 | 655 | 715 | 655 | 715 |
| E—63 17/24 47 | 1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317, 1321 to 1323, 1328, 1330 to 1348, 1350 to 1354 | 140 | 1025 | 1225 | 1025 | 1225 | 840 | 1100 | 1080 | 1715 | 265 | 265 | 230 | 230 | 640 | 725 | 640 | 725 |
| E—63 16/24 51 | 1232 | 140 | 975 | 1165 | 975 | 1165 | 795 | 1045 | 1030 | 1640 | 240 | 240 | 210 | 210 | 600 | 685 | 600 | 685 |
| E—63 16/24 48 | 1239, 1240 | 140 | 980 | 1175 | 980 | 1175 | 805 | 1050 | 1035 | 1645 | 250 | 250 | 215 | 215 | 610 | 690 | 610 | 690 |
| E—63 16/24 42 | 1243 to 1256 | 140 | 890 | 1075 | 890 | 1075 | 725 | 955 | 940 | 1500 | 215 | 215 | 185 | 185 | 545 | 625 | 545 | 625 |
| E—73 20/24 89 | 1433 to 1444 | 190 | 1985 | 2305 | 1985 | 2305 | 1635 | 2115 | 2080 | 3255 | 530 | 530 | 470 | 470 | 1235 | 1345 | 1235 | 1345 |
| E—73 20/24 92 | 1445 to 1458 | 190 | 1960 | 2280 | 1960 | 2280 | 1610 | 2095 | 2055 | 3230 | 505 | 505 | 445 | 445 | 1210 | 1320 | 1210 | 1320 |
| E—63 18/24 59 | 1371 | 160 | 1315 | 1565 | 1315 | 1565 | 1090 | 1405 | 1385 | 2170 | 370 | 370 | 330 | 330 | 835 | 940 | 835 | 940 |
| T—63 19/24 105 | 2221 to 2234 | 180 | 1880 | 2230 | 1880 | 2230 | 1555 | 2010 | 1980 | 3090 | 540 | 540 | 480 | 480 | 1200 | 1350 | 1200 | 1350 |
| T—57 18/24 83 | 2154 to 2163, 2166 to 2173 | 160 | 1590 | 1915 | 1590 | 1915 | 1305 | 1695 | 1660 | 2595 | 480 | 480 | 430 | 430 | 1030 | 1190 | 1030 | 1190 |
| T—57 18/24 86 | 2134 to 2153, 2184 | 160 | 1585 | 1910 | 1585 | 1910 | 1295 | 1690 | 1650 | 2585 | 475 | 475 | 425 | 425 | 1025 | 1185 | 1025 | 1185 |
| T—57 18/24 73 | 2114 to 2123 | 160 | 1595 | 1920 | 1595 | 1920 | 1305 | 1700 | 1660 | 2595 | 485 | 485 | 435 | 435 | 1035 | 1195 | 1035 | 1195 |
| T—57 18/24 50 | 2020 to 2022 | 140 | 1040 | 1260 | 1040 | 1260 | 850 | 1115 | 1090 | 1720 | 290 | 290 | 255 | 255 | 665 | 770 | 665 | 770 |
| T—57 18/24 58 | 2023 to 2025 | 140 | 1230 | 1485 | 1230 | 1485 | 1005 | 1315 | 1285 | 2015 | 360 | 360 | 315 | 315 | 790 | 915 | 790 | 915 |
| T—81 18/24 61 | 2027 to 2028 | 140 | 1295 | 1540 | 1295 | 1540 | 1070 | 1385 | 1365 | 2140 | 365 | 365 | 320 | 320 | 820 | 925 | 820 | 925 |
| T—75 18/24 61 | 2088 | 140 | 1355 | 1635 | 1355 | 1635 | 1110 | 1450 | 1450 | 2220 | 365 | 365 | 355 | 355 | 875 | 1010 | 875 | 1010 |
| T—57 18/24 64 | 2030 | 140 | 1355 | 1635 | 1355 | 1635 | 1110 | 1450 | 1450 | 2220 | 400 | 400 | 355 | 355 | 875 | 1010 | 875 | 1010 |
| T—57 18/24 67 | 2031 to 2095, 2029 | 140 | 1375 | 1660 | 1375 | 1660 | 1125 | 1470 | 1435 | 2250 | 410 | 410 | 365 | 365 | 885 | 1030 | 885 | 1030 |
| T—57 18/24 72 | 2004, 2006, 2008, 2009 | 150 | 1475 | 1780 | 1475 | 1780 | 1210 | 1575 | 1540 | 2415 | 440 | 440 | 390 | 390 | 950 | 1105 | 950 | 1105 |
| T—57 18/24 72 | 2007 | 150 | 1470 | 1805 | 1470 | 1805 | 1150 | 1570 | 1470 | 2310 | 465 | 465 | 415 | 415 | 965 | 1150 | 965 | 1150 |
| T—76 18/24 72 | 2094 | 150 | 1375 | 1660 | 1375 | 1660 | 1125 | 1470 | 1435 | 2250 | 410 | 410 | 365 | 365 | 885 | 1030 | 885 | 1030 |
| T—69 21/28 149 | 2283 to 2300 | 190 | 2385 | 2870 | 2385 | 2870 | 1895 | 2550 | 2420 | 3800 | 700 | 700 | 625 | 625 | 1535 | 1770 | 1535 | 1770 |
| M—63 20/28 126 | 1615 to 1719 | 190 | 2435 | 2950 | 2435 | 2950 | 1935 | 2600 | 2490 | 3870 | 785 | 785 | 705 | 705 | 1605 | 1875 | 1605 | 1875 |
| M-63 15½-26/28 144 | 1725 to 1769, 1780 to 1802 | 200 | 2680 | 3280 | 2680 | 3280 | 2105 | 2860 | 2675 | 4170 | 880 | 880 | 790 | 790 | 1780 | 2110 | 1780 | 2110 |
| C—57 23-35/34 177 | 2612 to 2623 | 220 | 2935 | 3710 | 2935 | 3710 | 2315 | 3135 | 2935 | 4575 | 1160 | 1160 | 1050 | 1050 | 2170 | 2610 | 2170 | 2610 |
| C—57 22 30 180 | 2624, 2627 to 2651, 2654 to 2677, 2599 to 2799 | 200 | 3150 | 3930 | 3150 | 3930 | 2485 | 3365 | 3150 | 4910 | 1175 | 1175 | 1060 | 1060 | 2240 | 2680 | 2240 | 2680 |
| TW-51 20-30/26 118 | 2846 to 2853 | 170 | 1625 | 2045 | 1625 | 2045 | 1270 | 1740 | 1625 | 2570 | 565 | 565 | 505 | 505 | 1135 | 1375 | 1135 | 1375 |
| TW-57 20-29/26 120 | 2832 to 2845 | 180 | 1670 | 2100 | 1670 | 2100 | 1305 | 1785 | 1670 | 2635 | 585 | 585 | 520 | 520 | 1170 | 1410 | 1170 | 1410 |
| TW-51 20/26 110 | 2801 to 2812 | 160 | 2050 | 2545 | 2050 | 2545 | 1615 | 2190 | 2050 | 3195 | 715 | 715 | 645 | 645 | 1420 | 1685 | 1420 | 1685 |
| T—63 20/26 112 | 2235 to 2273 | 180 | 2200 | 2695 | 2200 | 2695 | 1790 | 2345 | 2255 | 2755 | 685 | 685 | 615 | 615 | 1435 | 1650 | 1435 | 1650 |
| A—84 15-25/28 110 | 3000 to 3009 | 180 | 1915 | 2345 | 1915 | 2345 | 1495 | 2050 | 2015 | 3205 | 480 | 480 | 420 | 420 | 1185 | 1295 | 1185 | 1295 |
| A—81 20/28 105 | 3025 to 2535 | 180 | 2160 | 2535 | 2160 | 2535 | 1685 | 2315 | 2275 | 3585 | 550 | 550 | 480 | 480 | 1330 | 1455 | 1330 | 1455 |
| P—77 22/28 141 | 2400 to 2419 | 180 | 2680 | 3190 | 2680 | 3190 | 2010 | 2745 | 2820 | 4075 | 765 | 765 | 680 | 680 | 1700 | 1920 | 1700 | 1920 |
| E—69 18/28 57 | 1414 to 1416, 1418 | 180 | 1215 | 1445 | 1215 | 1445 | 1010 | 1340 | 1340 | 2060 | 350 | 350 | 310 | 310 | 795 | 890 | 795 | 890 |
| E—69 18/28 62 | 1422 to 1425, 1419, 1420 | 140 | 1365 | 1580 | 1365 | 1580 | 1100 | 1460 | 1425 | 2240 | 390 | 390 | 345 | 345 | 870 | 975 | 870 | 975 |
| E—62 18/26 62 | 1465 & 1468, 1470, 1473, 1476, 1480 | 140 | 1340 | 1610 | 1340 | 1610 | 1070 | 1420 | 1380 | 2165 | 405 | 405 | 360 | 360 | 870 | 990 | 870 | 990 |
| E—63 16/24 39 | 1489 | 140 | 855 | 1020 | 855 | 1020 | 705 | 915 | 880 | 1420 | 230 | 230 | 200 | 200 | 535 | 600 | 535 | 600 |
| E—63 16/24 51 | 1497 | 140 | 1010 | 1205 | 1010 | 1205 | 815 | 1100 | 1060 | 1689 | 280 | 280 | 250 | 250 | 640 | 705 | 640 | 705 |
| H-1 means that Helper has same power as Road Engine. |  |  | H-1.5 San Francisco to Ocean View | H-2.1 San Francisco to Ocean View | H-7 Baden to Ocean View | H-7 Baden to Ocean View |  |  |  |  |  |  |  |  |  |  |  |  |
| ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—MS. | Less than 40 Ms. |  | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
|  | 40 to 50 Ms. |  | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | More than 50 Ms. |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## ENGINES CAN HANDLE TONNAGE IN ADDITION TO FIGURES SHOWN ABOVE AS FOLLOWS:

### EASTWARD.

10% additional—San Mateo to Redwood; Coyote to Perry; Kings City to San Lucas; Nacimiento to Templeton; Santa Barbara to Mason Street.
25% “ Mayfield to Mountain View; San Jose to Hillsdale; San Ardo to Wunpost; Asuncion to Eaglet; Sacate to Tajiguas.
50% “ Santa Clara to San Jose; Aromas to Pajaro; Coburn to Kings City; Bromela to Guadalupe.
75% “ Baden to San Bruno; Chualar to Camphora; Elwood to Goleta.
100% “ Lawrence to Santa Clara; Sargent to Chittenden; Salinas to Spence; Camphora to Soledad.
150% “ San Bruno to San Mateo; Chittenden to Aromas; Castroville to Salinas; Spence to Chualar; Arguella to Sudden; Concepcion to San Augustine.
200% “ San Martin to Sargent; Edna to Oceano.

### WESTWARD.

10% additional—Tangair to Narlon; Wunpost to San Ardo; Pajaro to Chittenden; Lawrence to Sunnyvale; Redwood to San Mateo.
25% “ Mason St. to Santa Barbara; Gaviota to Sacate; San Lucas to Kings City; Castroville to Elkhorn; San Martin to Morganhill.
50% “ Capitan to Tajiguas; Cooper to Castroville; Santa Clara to Lawrence.
75% “ Goleta to Elwood; Tajiguas to Gaviota; Eaglet to Paso Robles; Gonzales to Chualar; Morganhill to Perry.
100% “ Paso Robles to San Miguel; Bradley to Wunpost; Coburn to Metz; Elkhorn to Pajaro; Chittenden to Sargent.
125% “ Mountain View to Mayfield; Menlo Park to Redwood.
150% “ Soledad to Gonzales; Chualar to Salinas; Sunnyvale to Mountain View.
200% “ Guadalupe to Bromela; Coyote to Santa Clara; Narlon to Casmalia; Waldorf to Guadalupe; Ocean View to San Francisco.

## BETWEEN THE FOLLOWING POINTS A FULL TRAIN OF 55 CARS CAN BE HANDLED.

EASTWARD—Ocean View to Baden; Palo Alto to Mayfield; Sunnyvale to Lawrence; Morganhill to San Martin; Tunnel 1 to S.L.Obispo.

WESTWARD—Tunnel 1 to Eaglet; Kings City to Coburn; Salinas to Cooper; Perry to Coyote.

Between other points figures in Chart will govern.

Eastward.

## FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

THREE RAIL TRACK, FELTON TO FELTON JUNCTION.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco | | Time Table No. 71<br>February 9, 1908 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 810 | 806 | 808 | 520 | 518 | 516 | 508 | 506 | 502 | | | | |
| | Way Freight | New Almaden Mixed | Way Freight | Santa Cruz Passenger | Santa Cruz Passenger | Santa Cruz Passenger | Santa Cruz Mixed | Wright Passenger | Laurel Passenger | | | | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | |
| | | | | | | | | 5.00PM | 8.00AM | 0.0 | | **SAN FRANCISCO** | |
| 14,700 I | | | | | | | | 7.15PM | 10.20AM | 43.6 | DR | **SANTA CLARA** | 1.5 |
| | | | | | | | | f 7.18 | f 10.23 | 45.1 | | COLLEGE PARK | 1.1 |
| 17,394 PTWFO | | 5.00PM | 9.00AM | | | | | s 7.23 | s 10.28 | 46.2 | DR | **SAN JOSE** | 2.2 |
| 2,617 | | 5.07 | 9.07 | | | | | f 7.30 | f 10.35 | 48.4 | | DOUGHERTY (Spur) | 0.7 |
| 339 | | | | | | | | | | 49.7 | | MOULTON (Spur) | 1.1 |
| 1,772 W | | 5.23PM | 9.33 | | | | | s 7.35 | s 10.40 | 50.2 | DR | **CAMPBELL** | 2.1 |
| 193 | | | | | | | | f | f | 52.3 | | VASONA (Spur) | 0.7 |
| 827 | | | | | | | | | | 53.0 | | BERMINGHAM (Spur) | 2.2 |
| 6,736 TW | | | 10.00 | | | | | s 7.50 | s 10.55 | 55.2 | D | LOS GATOS | 2.7 |
| 1,903 | | | 10.25 | | | | | s 7.58 | s 11.05 | 57.9 | | ALMA | 2.9 |
| 2,340 | | | 10.50 | | | | | f 8.05 | f 11.15 | 60.8 | | EVA | 1.5 |
| 2,667 T | | | 11.10AM | | | | | 8.10PM | s 11.20 | 62.3 | DR | WRIGHT | 1.3 |
| 234 | | | | | | | | | | 63.6 | | EDRIC (Spur | 0.7 |
| 952 | | | | | | | | | 11.50AM | 64.3 | DR | LAUREL (Spur) | 1.4 |
| 4,132 T | | | | | | | 6.30AM | | | 65.7 | DR | GLENWOOD | 1.1 |
| 98 | | | | | | | | | | 66.8 | | CLEMS (Spur) | 0.4 |
| 106 | | | | | | | f | | | 67.2 | | VIRGINIA (Spur) | 0.3 |
| 230 W | | | | | | | f 6.39 | | | 67.5 | | TANK SIDING | 0.8 |
| 210 | | | | | | | f | | | 68.3 | | ZAYANTE (Spur) | 1.2 |
| 400 | | | | | | | f 6.47 | | | 69.5 | | MEEHAN | 1.5 |
| 318 | | | | | | | f | | | 71.0 | | ECCLES (Spur) | 0.3 |
| 2,110 | | | | | | | f 6.55 | | | 71.3 | | UNION MILL (Spur) | 0.7 |
| | | | | | | | f | | | 72.0 | | HAYES (No Siding) | 1.4 |
| 3,765 PTW | 11.50AM | | | 3.30PM | 10.25AM | 7.15AM | 7.05AM | | | 73.4 | DR | **FELTON** | 0.8 |
| 212 | 11.59AM | | | s 3.34 | s 10.29 | s 7.19 | | | | 74.2 | | BIG TREES | 0.6 |
| | 12.05PM | | | 3.37 | 10.31 | 7.22 | | | | 74.8 | | FELTON JUNCTION | 1.5 |
| 1,019 | **12.21** | | | f **3.44** | f 10.38 | f 7.29 | | | | 76.3 | | RINCON | 1.3 |
| 10,925 | 12.31 | | | f 3.49 | f 10.43 | f 7.34 | | | | 77.6 | | POWDER WORKS (Spur) | 1.4 |
| 264 | 12.45 | | | 3.55 | 10.50 | 7.40 | | | | 79.0 | | EBLIS | 1.1 |
| 5,242 PTWF | 12.55PM | | | 4.00PM | 10.55AM | 7.45AM | | | | 80.1 | DR | **SANTA CRUZ** | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (36.5) | |
| | (1.05) | (0.23) | (2.10) | (0.30) | (0.30) | (0.30) | (0.35) | (0.55) | (1.30) | | | ...............Time over District. | |
| | 6.40 | 10.43 | 8.63 | 13.40 | 13.40 | 13.40 | 13.20 | 20.40 | 20.07 | | | ............Average speed per hour. | |

**Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.**

Aldercroft, Mt. Hermon and Olympia are flag stops for all first-class trains.

Trains must obtain clearance cards before leaving San Jose only when operator is on duty.

## TOWARD SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued).

| | Time Table No. 71<br>February 9, 1908 | | Distance from Santa Cruz | FIRST CLASS | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 505 | 501 | 517 | 519 | 521 | 509 | 805 | 807 | 809 |
| | | | | Wright Passenger | Laurel Passenger | Boulder Creek Passenger | Boulder Creek Passenger | Boulder Creek Passenger | Glenwood Mixed | San Jose Mixed | Way Freight | Way Freight |
| | **STATIONS** | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| | **SAN FRANCISCO** | | 80.1 | 8.48AM | 5.48PM | | | | | | | |
| DR | **SANTA CLARA** | 1.5 | 36.5 | s 6.50AM | s 3.30PM | | | | | | | |
| | COLLEGE PARK | 1.1 | 35.0 | f 6.46 | 3.25 | | | | | | | |
| DR | **SAN JOSE** | 2.2 | 33.9 | s 6.43 | s 3.20 | | | | | 7.45AM | 3.10PM | |
| | DOUGHERTY (Spur) | 0.7 | 31.7 | f 6.36 | f 3.15 | | | | | 7.36 | 3.00 | |
| | MOULTON (Spur) | 1.1 | 31.0 | | | | | | | | | |
| DR | **CAMPBELL** | 2.1 | 29.9 | s 6.30 | s 3.10 | | | | | 7.30AM | 2.45 | |
| | VASONA (Spur) | 0.7 | 27.8 | f | f | | | | | | | |
| | BERMINGHAM (Spur) | 2.2 | 27.1 | | | | | | | | | |
| D | LOS GATOS | 2.7 | 24.9 | s 6.15 | s 2.55 | | | | | | 1.42 | |
| | ALMA | 2.9 | 22.2 | s 6.06 | s 2.45 | | | | | | 1.10 | |
| | EVA | 1.5 | 19.3 | f 5.57 | f 2.35 | | | | | | 12.35 | |
| DR | WRIGHT | 1.3 | 17.8 | 5.50AM | 2.30<br>12.30 | | | | | | 12.30PM | |
| | EDRIC (Spur) | 0.7 | 16.5 | | | | | | | | | |
| DR | LAUREL | 1.4 | 15.8 | | 12.15PM | | | | | | | |
| DR | GLENWOOD | 1.1 | 14.4 | | | | | | 5.35PM | | | |
| | CLEMS (Spur) | 0.4 | 13.3 | | | | | | | | | |
| | VIRGINIA (Spur) | 0.3 | 12.9 | | | | | | f | | | |
| | TANK SIDING | 0.8 | 12.6 | | | | | | f 5.26 | | | |
| | ZAYANTE (Spur) | 1.2 | 11.8 | | | | | | f | | | |
| | MEEHAN | 1.5 | 10.8 | | | | | | f 5.18 | | | |
| | ECCLES (Spur) | 0.3 | 9.1 | | | | | | f | | | |
| | UNION MILL (Spur) | 0.7 | 8.8 | | | | | | f 5.10 | | | |
| | HAYES (No Siding) | 1.4 | 8.1 | | | | | | f | | | |
| DR | **FELTON** | 0.8 | 6.7 | | | s 8.30AM | s 12.35PM | s 4.50PM | 5.00PM | | | 4.30PM |
| | BIG TREES | 0.6 | 5.9 | | | s 8.26 | s 12.31 | s 4.46 | | | | 4.15 |
| | FELTON JUNCTION | 1.5 | 5.3 | | | 8.23 | 12.28 | 4.43 | | | | 4.00 |
| | RINCON | 1.3 | 3.8 | | | f 8.16 | f **12.21** | f 4.36 | | | | **3.44** |
| | POWDER WORKS (Spur) | 1.4 | 2.5 | | | f 8.11 | f 12.16 | f 4.31 | | | | 3.15 |
| | EBLIS | 1.1 | 1.1 | | | 8.05 | 12.10 | 4.25 | | | | 3.07 |
| DR | **SANTA CRUZ** | | 0.0 | | | 8.00AM | 12.05PM | 4.20PM | | | | 3.00PM |
| | (36.5) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | Time over District........................ | | | (1.00) | (3.15) | (0.30) | (0.30) | (0.30) | (0.35) | (0.15) | (2.40) | (1.30) |
| | Average speed per hour...................... | | | 18.70 | 6.37 | 13.40 | 13.40 | 13.40 | 13.20 | 16.00 | 6.00 | 4.40 |

**Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.**

**Aldercroft, Mt. Hermon and Olympia are flag stops for all first-class trains.**

**Trains must obtain clearance card before leaving San Jose only when operator is on duty.**

## FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued)—TOWARD SAN FRANCISCO.

Eastward. Westward.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco | Time Table No. 71<br>February 9, 1908 | Distance from Felton | FIRST CLASS | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 810<br>Way Freight | | | | 520<br>Santa Cruz Passenger | 518<br>Santa Cruz Passenger | 516<br>Santa Cruz Passenger | | | | 517<br>Boulder Creek Passenger | 519<br>Boulder Creek Passenger | 521<br>Boulder Creek Passenger | | | | 809<br>Way Freight | | |
| | | | Leave Daily Ex. Sunday | | | | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | | | | Arrive Daily Ex. Sunday | | |
| | | | | | | | | | | 0.0 | **SAN FRANCISCO** | 73.4 | | | | | | | | | |
| 2,400 PTW | | | 10.05AM | | | | 3.00PM | 9.55AM | 6.45AM | 81.0 | DR **BOULDER CREEK**<br>1.7 | 7.6 | 9.00AM | 1.05PM | 5.20PM | | | | 8.45AM | | |
| 410 | | | 10.15 | | | | s 3.06 | s 10.01 | s 6.51 | 79.3 | BROOKDALE<br>2.3 | 8.48 | s 8.54 | s 12.58 | s 5.13 | | | | 8.30 | | |
| 1,076 | | | 10.35 | | | | s 3.15 | s 10.09 | s 7.00 | 77.0 | D BEN LOMOND<br>0.3 | 8.39 | s 8.44 | s 12.49 | s 5.04 | | | | 8.00 | | |
| 6,378 | | | | | | | f | f | f | 76.7 | NEWELL JUNCTION (Spur)<br>3.3 | 3.3 | f | f | f | | | | | | |
| 3,765 PTW | | | 11.15AM | | | | s 3.30PM | s 10.25AM | s 7.15AM | 73.4 | DR **FELTON** | 0.0 | 8.30AM | 12.35PM | 4.50PM | | | | 7.30AM | | |
| | | | Arrive Daily Ex. Sunday | | | | Arrive Daily | Arrive Daily | Arrive Daily | | (7.6) | | Leave Daily | Leave Daily | Leave Daily | | | | Leave Daily Ex. Sunday | | |
| | | | (1.10) | | | | (0.30) | (0.30) | (0.30) | | Time over District | | (0.30) | (0.30) | (0.30) | | | | (1.15) | | |
| | | | 6.51 | | | | 15.20 | 15.20 | 15.20 | | Average speed per hour | | 15.20 | 15.20 | 15.20 | | | | 6.03 | | |

Eastward. Westward.

## FROM SAN FRANCISCO—San Francisco and Salinas Sub-Division (Continued)—TOWARD SAN FRANCISCO.

| Length of sidings in feet, and location of Scales, Fuel, Water, Telephone and Turning Stations. | THIRD CLASS | | | | | | | | Distance from San Francisco | Time Table No. 71<br>February 9, 1908 | Distance from New Almaden | THIRD CLASS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 806<br>New Almaden Mixed | | | | 805<br>San Jose Mixed | | | | | | | | |
| | | | | | | | | Leave Daily | | STATIONS | | Arrive Daily | | | | | | | | |
| | | | | | | | | | 0.0 | **SAN FRANCISCO** | 60.5 | | | | | | | | | |
| 1,772 W | | | | | | | | 5.23PM | 50.2 | DR **CAMPBELL**<br>2.0 | 10.3 | 7.30AM | | | | | | | | |
| | | | | | | | | 5.28 | 52.2 | L. G. & S. J. ROAD<br>1.0 | 8.3 | 7.23 | | | | | | | | |
| 60 | | | | | | | | 5.32 | 53.2 | UNION AVE. (Spur)<br>2.3 | 7.3 | 7.20 | | | | | | | | |
| | | | | | | | | 5.39 | 55.5 | LE FRANC (No Siding)<br>*0.8 | 5.0 | 7.14 | | | | | | | | |
| | | | | | | | | 5.44 | 56.3 | THONA (No Siding)<br>2.7 | 4.2 | 7.11 | | | | | | | | |
| | | | | | | | | 5.54 | 59.0 | ALMADEN CROSSING<br>1.5 | 1.5 | 7.03 | | | | | | | | |
| 1,935 TW | | | | | | | | 6.05PM | 60.5 | DR **NEW ALMADEN** | 0.0 | 7.00AM | | | | | | | | |
| | | | | | | | | Arrive Daily | | (10.3) | | Leave Daily | | | | | | | | |
| | | | | | | | | (0.42) | | Time over District | | (0.30) | | | | | | | | |
| | | | | | | | | 14.71 | | Average speed per hour | | 20.60 | | | | | | | | |

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Riverside is a flag stop for all first-class trains on Boulder Creek Branch.

Trains must obtain clearance cards before leaving New Almaden and Boulder Creek only when operator is on duty.

# SPECIAL RULES.

## EXTRA TRAINS MAY PASS, OR RUN AHEAD OF, THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

1. **Eastward Horseshoe trains via Bay Shore** will go direct to San Bruno station, after doing station work will back up to Tanforan Y on third track which is the south track on Bay Shore Line, turn and proceed to San Francisco via Ocean view.

Eastward Horseshoe trains via Ocean View will go direct to San Bruno station, after doing station work, will back up to Tanforan on Ocean View line, turn and proceed to San Francisco via Bay Shore.

**Irregular trains,** unless otherwise directed, will proceed over tracks used by Horseshoe trains between San Bruno, Tanforan and Tanforan Y only under protection as per Rule 99.

2. Bulletin Boards are located at San Francisco, San Jose, Gilroy, Pajaro, Salinas, San Ardo, San Luis Obispo, Surf and Santa Barbara, Wright and Santa Cruz.

3. Westward extras, and trains on the Tres Pinos Branch will register at Carnadero. At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check of train register form 2529, but will throw off a register ticket form 2588 to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are inferior or of the same class to the train taking down signals. Trains going via Santa Clara-Santa Cruz Line, and to and from Santa Clara, and Western Division trains will register at Santa Clara.

4. Standard clocks are located in the Dispatcher's office San Francisco, Yard Master's office San Francisco, Mission Bay Machine Shops, San Francisco, Telegraph offices at yard and passenger stations San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Castroville, Pacific Grove, Salinas, Santa Margarita, Dispatcher's office San Luis Obispo, Telegraph offices Surf, Lompoc, Santa Barbara, and Boulder Creek.

5. San Francisco yard limits extend from Third St. station on Ocean View line, and from Third St. station on Bay Shore line, to 1,000 feet east of San Bruno station. **Trains via Bay Shore will use single track link connecting Bay Shore and Ocean View lines at Seventh St., San Francisco, and must receive a signal to proceed from flagman at each end of link before passing over same.**

Trains via Bay Shore must approach Tanforan Y and San Bruno under full control, looking out for trains via Tanforan Y Crossing over, or going onto Eastward track.

Trains via Ocean View must be fully protected by flag while crossing over or going onto Eastward track at San Bruno and Tanforan Y.

Monterey yard limits from Monterey station to Del Monte station.

Pajaro-Watsonville yard limits from 1,000 feet east of east switch to 1,000 feet west of west switch Pajaro and to 1,000 feet east of P. V. R. R. crossing east of Watsonville.

Salinas yard limits, from Salinas to Spreckels.

San Jose yard limits, from Santa Clara to Valbrick, from Santa Clara to Dougherty on Coast Division, from San Jose to a point about mile 46½ on Western Division.

Santa Cruz yard limits from just east of San Lorenzo bridge on Pajaro-Santa Cruz line to 1,000 feet west of Powder Works switch siding on Santa Cruz-Santa Clara line and to 1,000 feet east of east switch of Orby on Davenport-Santa Cruz line. All extra trains including yard engine and all delayed regular trains must move under control within these limits.

6. Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastward trains must get a signal to ''Proceed'' from the switch-tender at switch to old main line (or roundhouse track) before fouling said junction switch. As Guadalupe River trestle is not provided with sidewalk, care should be taken to avoid stopping passenger trains thereon.

7. Double track extends from Third and Townsend St. Station to San Jose via Bay Shore and from Third and Townsend St., San Francisco, to 18th St., San Francisco, and from Ocean View to Holy Cross. The switches at the end of double track at 18th St., San Francisco, Ocean View, Holy Cross and Baden will be handled by trainmen, and which must be left set for westward main track at 18th St., San Francisco, and Holy Cross, for the eastward main track at Ocean View and for the Tanforan line at Baden.

### SPECIAL BLOCK SYSTEM RULES.

8. Automatic Block Signal limits are from San Francisco via Bay Shore and from Bryant St., San Francisco, via Ocean View to Irma and are also indicated on each page to left of station names.

Referring to Rule 504, Page 101, Standard Rules: On SINGLE TRACK trains will wait five minutes before following flagman, under conditions outlined in said rule. On DOUBLE TRACK, under similar conditions, trains must come to a full stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

On single track between San Francisco and San Bruno, a train expecting to meet a train must not occupy the main track between switches at the meeting point until the opposing train has passed the signal at the opposite end of the adjoining block.

East of San Jose, trains arriving at meeting points **where there is no overlap,** may occupy the entire main track between switches, holding only home signals at either end of yard and distant signals 2,000 feet in advance in both directions against other trains.

Overlap stations are as follows: Affecting eastward trains.—Hillsdale, Madrone, Sargent, Aromas and Grover. Affecting westward trains.—Tennant, Miller, Cuesta and Goldtree. Trains of the directions indicated, arriving at these stations and intending to hold the main line against opposing trains must not pass post marking the end of overlap of the adjoining block, and switches must not be opened to head opposing trains onto passing track until same have passed signal at opposite end of block. Overlap Posts are painted white from the top down four feet and black thence to the ground, and are placed to the right for trains concerned.

A westward train expecting to meet a train at Ocean View must not pass signal 67 until the opposing train has pulled in on the opposite track and must wait until said signal assumes the ''proceed'' position. The same applies to eastward trains at signal 106 at Holy Cross.

A westward train expecting to meet a train, via South San Francisco at Baden must stand east of signal 123 east of Baden until the opposing train has left the main line and until said signal assumes the ''proceed'' position.

Engineers of westward trains approaching Baden via South San Francisco must note the indication of disc signal before switch is opened and be governed accordingly as the signal will stand at ''stop'' with switch open.

A westward train expecting to meet a train via Tres Pinos at Carnadero must stand east of distant signal 838 west of Nema until the branch train has passed signal 824 between Gilroy and Carnadero.

Both ends of all link switches connecting two main lines or connecting main line and siding after being used must be set for the straight track; not for cross-over. This does not apply where a cross-over link on a long siding is used as the end of a passing track.

Derails on sidings leading directly into the main line, after being used must be left open.

At center sidings, switches located in the cross-over links between the two main lines, after being used must be set for the siding; not for the cross-over.

Non-observance of the above rules concerning ''meets'' and position of switches will cause signals to stand at ''stop'' and trains to be delayed thereby.

Block Signal Rules provide that block signals do not affect the rights of a train under the time table or train rules nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag as per Rule 99, Page 27.

Referring to Rule 303, Page 90.—Distant signals are also used for indicating the position of obscure switches. When a distant switch signal stands at ''Caution,'' it indicates that the switch 1,200 feet or more in advance of it is open, and that the train must be brought to a stop before reaching the open switch. When it stands at ''Safety,'' it indicates that the switch in advance is closed, and that trains may proceed.

### INTERLOCKING SIGNAL TOWERS.

**Tower No. 1, Santa Clara:**

The top blade on double arm pole west of tower on main track will govern the movement of eastward trains straight through on the eastward track. The lower blade on same pole will govern the movement of eastward trains on Santa Clara-Santa Cruz line.

The blade on pole east of tower on main track will govern the movement of trains straight through on the westward track.

The blade on pole west of tower on the Newark line will govern the movement of eastward trains across links on Santa Clara-Santa Cruz line.

The top blade on three arm pole east of tower on Santa Clara-Santa Cruz line will govern the movement of westward trains across links to the Newark line. The middle arm on same pole will govern the movements of trains to the westward main track and the lower arm will govern the movement of westward trains straight ahead on house track at Santa Clara.

The movement of both eastward and westward trains between the Newark line and Coast Division main lines will be governed by hand signals given by towermen in accordance with first paragraph of Rule 630. Referring to Rule 671, Page 109.—An engineman receiving a hand signal must understand that such signal is good only through the interlocking limits and does not extend through the automatic block.

Engineers approaching Tower No. 1 at Santa Clara will sound 1 short, 1 long and 1 short — ——— — blast of the whistle if they wish switches lined for Coast Division main track; 2 short, 1 long and 2 short — — ——— — — blasts of whistle if they wish switches lined up for cross-over on Santa Clara-Santa Cruz main line and 2 short, 1 long and 1 short — — ——— — if they wish switches lined up between Newark line and Coast Division main line.

**Tower No. 2 at P. C. Ry. crossing east of Edna.**

Attention is called to Rules 663 and 671.

**Tower No. 4, San Jose:**

The blade on pole west of tower on main track will govern the movement of eastward trains straight through on the eastward track.

The top blade on double arm pole east of the tower on the Coast Division main track will govern the movement of westward trains straight through on the westward main line. The lower blade on same pole will govern the movement of westward trains across the cross-over link to next signal, or to the eastward main track.

The top blade on double arm pole at Third St. on the Niles line will govern the movement of trains straight through to the next signal. The lower blade on same pole is for switching and will govern the movement of yard engines, etc., to stone yard spur.

The top blade on westward double arm pole at west end of cross-over will govern the movement of westward trains straight ahead to short drill track. Lower blade on same pole will govern the movement of westward trains to long drill track in freight yard.

The top blade on eastward double arm pole at east end of freight yard will govern the movement of trains straight ahead on Niles line. The lower blade on same pole will govern the movement of eastward trains across the cross-over to Coast Division main line, or to Cannery spur.

Attention is called to Rules 663 and 671.

Engineers of westward Coast Division freight trains approaching tower No. 4 at San Jose will sound 1 long and 1 short ——— — blast of whistle so switches may be lined up for freight yards.

9. Sidings on double track are located at Millbrae, San Mateo, San Carlos, Fair Oaks, Mayfield, Mountain View and Lawrence. Cross-overs at San Bruno, Burlingame, Belmont, Redwood, Menlo Park, Palo Alto, Castro, Sunnyvale and Santa Clara. When using cross-overs, trainmen must comply strictly with Rule 99. Street crossings at San Mateo must not be blocked to exceed five (5) minutes.

10. On double track, trains must come to a stop before approaching a station when another train is at such station receiving or discharging passengers, and opposing train must be allowed to clear the station before starting to pull up.

11. The switch at the junction near New Almaden must be left set, making line from Campbell to New Almaden the continuous main line. On joint track between this junction and New Almaden station trains are equal, and must move under control.

12. S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. S. P. Co. trains 805 and 806 have right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles an hour over joint track. All other S. P. Co. trains must first come to a stop before going on joint track and send a flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flgman ahead until he has reached the end of joint track. All such other S. P. Co. trains must be protected to the rear as per Rule 99.

### SPEED OF TRAINS.

13. Trains must not exceed a speed of fifteen (15) miles per hour, equivalent to a minimum time of nine minutes thirty-six seconds, between Third St. station, San Francisco, and Valencia St.; nor a speed of thirty (30) miles per hour, equivalent to a minimum time of seven minutes twelve seconds, between Valencia St. and Ocean View in either direction. Trains must not exceed a speed of ten (10) miles per hour through Redwood, San Mateo and Gilroy, eight (8) miles per hour through San Jose and Salinas, and six (6) miles per hour through Hollister.

a. Trains must reduce speed to Eight Miles per hour in territory covered by slow boards, located as follows:

| | |
|---|---|
| BETWEEN CASTRO-VILLE AND COOPER | West board ½ mile west of mile post 112.<br>East board ½ mile east of mile post 112. |

And must reduce to Ten miles per hour

| | |
|---|---|
| BETWEEN LAGUNA AND ELLICOTT | West board, 3,400 feet west of mile post 106.<br>East board, 6,000 feet east of mile post 106. |
| SANTA CLARA-SANTA CRUZ LINE TUNNEL No. 1: | West board, 1,000 feet west of Tunnel No. 1.<br>East board, 1,000 feet east of Tunnel No. 1. |

And must reduce speed to Fifteen Miles per hour at—

| | |
|---|---|
| SACATE: | West board, at mile post 336.<br>East board, at mile post 337. |
| ORELLA: | West board, mile post 348.<br>East board, mile post 349. |

And must reduce speed to Twenty-five Miles per hour at—

| | |
|---|---|
| BETWEEN HOFF-MAN AVE. AND PACIFIC GROVE: | West board at old Chinatown site.<br>East board just west of Pacific Grove Yard. |
| ROCKY POINT: | West board, 450 feet east of mile post 155.<br>East board, 2,000 feet west of mile post 157. |
| NEAR BRADLEY: | West board, ½ mile east of mile post 193.<br>East board, 1,200 feet west of mile post 195. |
| BETWEEN EDNA AND GROVER: | West board, ¼ mile east of mile post 261.<br>East board, 600 feet west of mile post 263. |
| ELKHORN: | West board, ½ mile east of mile post 102.<br>East board, ¾ mile west of mile post 107. |

With the exceptions noted above, trains must not exceed the speed in miles per hour as shown below:

| | Passenger | Freight |
|---|---|---|
| San Francisco-San Bruno (via Bay Shore) | 45 | 25 |
| San Francisco-San Bruno (via Tanforan) | 45 | 25 |
| San Bruno-San Jose | 60 | 30 |
| San Jose-Pomar | 50 | 30 |
| Pomar-Santa Margarita | 45 | 30 |
| Santa Margarita-San Luis Obispo | 25 | 15 |
| San Luis Obispo-Santa Barbara | 45 | 30 |
| Hillsdale-New Almaden | 15 | 15 |
| Carnadero-Tres Pinos | 30 | 20 |
| Pajaro-Santa Cruz | 30 | 20 |
| Castroville-Pacific Grove | 40 | 20 |
| Surf-Lompoc | 25 | 15 |
| Wright-San Jose | 20 | 15 |
| Wright-Laurel | 8 | 8 |
| Davenport-Santa Cruz | 12 | 12 |
| Glenwood-Felton | 15 | 15 |
| Boulder Creek-Santa Cruz | 20 | 15 |
| Campbell-New Almaden | 18 | 15 |
| Loma Prieta Branch | 8 | 8 |

b. Trains must not exceed a speed of 25 miles per hour approaching and passing over very sharp curves, such as those at South San Francisco, Carnadero, and similar curves on the Monterey and Santa Cruz Branches and in the Salinas Valley, nor speed of 10 miles per hour around all curves between Gigling and Seaside, nor speed of 5 miles per hour on curve at New Almaden Junction.

14. Before descending mountain grades, Conductors must see that handles of Retaining-Pressure Valve are turned up on all cars, except mail and express cars without end doors. Watch the wheels closely to prevent heating or sliding. At foot of grade the handles of all Retaining Pressure Valves must be turned down. On all passenger trains at all station stops, descending mountain grades, brakemen must turn down the Retaining-Pressure Valve as soon as station stop is made, leaving them turned down until brakes are released and train started, when they must again be turned up. At water tanks the retainers must not be turned down until engine men have taken water.

15. Siding for Valencia Street is the siding between Guerrero and Dolores Streets; Channel Street siding is between Sixth and Ninth Streets.

16. During the existence of this time table, the engine and crew of train No. 272 may use main track between Pacific Grove and Lake Majella between the hours 10:00 A. M. and 12:01 P. M. for switching, and other trains must not use this track between these times except under protection as required by Rule 99.

17. Head lights of all engines and marker lights of all trains must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree and between Santa Cruz and Wright.

18. Switches at Felton must be left set so as to make the line between Boulder Creek and Santa Cruz the continuous main line.

19. Before running around the "Y" at Pajaro, trains and engines should be protected by a flagman as per Rule 99. Engineers will be held equally responsible with trainmen for violation of this rule.

20. Engines on freight trains of twenty cars or over must cut off in all cases before taking water.

## SIGNS AND CHARACTERS.

The following signs when placed before the figures of the schedule indicate:

*—Trains will stop to discharge passengers only.
†—Stop on signal to receive passengers only.

## FLAGGING DISTANCES.

**Twenty-five telegraph poles will be considered "Danger" point and 35 telegraph poles "Caution" point from where the track is obstructed, except when flagging on descending grades, obscure or crooked track, or in foggy or stormy weather, when danger point will be 30 telegraph poles, and "Caution" point 40 telegraph poles from where the track is obstructed.**

**These distances must be strictly observed.**

## OFFICE HOURS AT TRAIN ORDER OFFICES THAT ARE NOT OPEN ENTIRE 24 HOURS, AS FOLLOWS:

| | |
|---|---|
| Ocean View | 6:45 A. M. to 6:45 P. M. |
| San Mateo | 7:00 A. M to 8:00 P. M. |
| Redwood | 7:00 A. M. to 7:00 P. M. |
| Palo Alto | 7:00 A. M. to 8:00 P. M. |
| Mountain View | 7:00 A. M. to 7:00 P. M. |
| Santa Clara | 6:40 A. M. to 7:15 P. M. |
| Hillsdale | 6:40 A. M. to 6:40 P. M. |
| New Almaden | 7:00 A. M. to 7:00 P. M. |
| Morgan Hill | 7:00 A. M. to 7:00 P. M. |
| San Martin | 7:00 A. M. to 7:00 P. M. |
| Hollister | 7:00 A. M. to 7:15 P. M. |
| Tres Pinos | 6:50 A. M. to 6:50 P. M. |
| Sargent | 7:00 A. M. to 7:00 P. M. |
| Chittenden | 7:00 A. M. to 7:00 P. M. |
| Watsonville | 6:40 A. M. to 7:30 P. M. |
| Aptos | 7:00 A. M. to 7:00 P. M. |
| Capitola | 6:45 A. M. to 6:45 P. M. |
| Del Monte | 8:00 A. M. to 8:00 P. M. |
| Monterey | 7:30 A. M. to 9:00 P. M. |
| Pacific Grove | 7:00 A. M. to 9:30 P. M. |
| Chualar | 7:30 A. M. to 7:30 P. M. |
| Gonzales | 7:30 A. M. to 7:30 P. M. |
| Metz | 7:00 A. M. to 7:00 P. M. |
| Kings City | 7.00 A. M. to 7.00 P. M. |
| San Lucas | 7:00 A. M. to 7:00 P. M. |
| Bradley | 7:00 A. M. to 7:00 P. M. |
| San Miguel | 7.00 A. M. to 7.00 P. M. |
| Templeton | 7:00 A. M. to 7:00 P. M. |
| Edna | 7:00 A. M. to 7:00 P. M. |
| Oceano | 6:45 A. M. to 6:45 P. M. |
| Casmalia | 7:00 A. M. to 7.00 P. M. |
| Lompoc | 7:00 A. M. to 7:00 P. M. |
| Sudden | 8.30 A. M. to 8.30 P. M. |
| Concepcion | 7:00 A. M. to 7:00 P. M. |
| Goleta | 7.40 A. M. to 7:40 P. M. |

### SANTA CLARA-SANTA CRUZ LINES.

| | |
|---|---|
| San Jose | 6:15 A. M. to 6:15 P. M. |
| Campbell | 6:30 A. M. to 6:30 P. M. |
| Los Gatos | 6:15 A. M. to 8:00 P. M. |
| Alma | 5:45 A. M. to 5.45 P. M. |
| Wright | 5:40 A. M. to 5:40 P. M. |
| Laurel | 8:00 A. M. to 8:00 P. M. |
| Glenwood | 6:20 A. M. to 6:20 P. M. |
| Felton | 7:00 A. M. to 7:00 P. M. |
| Ben Lomond | 6:50 A. M. to 6:50 P. M. |
| Boulder Creek | 6:30 A. M. to 6:30 P. M. |

## LOCATION AND LENGTH OF SPURS NOT SHOWN ON FACE OF TIME TABLE.

| NAME | Distance from San Francisco. | Length. |
|---|---|---|
| Spring Valley Lumber Co | 6.2 | 320 feet |
| Aqua | 16.7 | 1729 feet |
| Spring Valley Pumping Station | 26.4 | 450 feet |
| Bonair | 35.0 | 10246 feet |
| Nema | 84.1 | 4130 feet |
| Doud | 138.0 | 193 feet |

| NAME | Distance from San Francisco. | Length. |
|---|---|---|
| Elsa | 161.1 | 4800 feet |
| Havel | 229.5 | 160 feet |
| Oil Spur | 286.9 | 100 feet |
| Veras | 353.5 | 319 feet |

| NAME | Distance from San Francisco | Length. |
|---|---|---|
| Vilo | 357.4 | 280 feet |

### MONTEREY BRANCH.

| NAME | Distance from San Francisco | Length. |
|---|---|---|
| Lapis | 114.8 | 7042 feet |

## FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

| DISTRICT SURGEONS | | DISTRICT |
|---|---|---|
| San Francisco | DR. F. K. AINSWORTH | All Districts. |
| South San Francisco | DR. H. G. PLYMIRE | |
| San Mateo | DR. F. M. SEIBERT | San Francisco to Belmont. |
| Redwood | DR. J. L. ROSS | Fair Oaks to Belmont. |
| Palo Alto | DR. T. M. WILLIAMS | Fair Oaks to Mountain View. |
| Mountain View | DR. THOS. D. ROSS | |
| Santa Clara | DR. J. I. BEATTIE | Mountain View and Newark to San Jose. |
| San Jose | DR. D. A. BEATTIE | Santa Clara to Campbell and to Coyote. |
| Gilroy | DR. JONAS CLARK | Coyote to Tres Pinos and Pajaro. |
| Hollister | DR. J. H. TEBBETTS | |
| Salinas | DR. C. T. EDWARDS | Pajaro to Kings City |
| Watsonville | DR. S. C. ROGERS | Pajaro to Aptos. |
| Pacific Grove | DR. H. N YATES | Castroville to Lake Majella. |
| Soledad | DR. BINGAMAN | |
| San Miguel | DR. WM. McNAUL | |
| Paso Robles | DR. R. O. DRESSER | Kings City to Santa Margarita. |
| San Luis Obispo | DR. J. J. KNOWLTON | Santa Margarita to Oceano. |
| Guadalupe | DR. P. B. CARTER | Oceano to Conception. |
| Lompoc | DR. J. W. GRAHAM | Surf to Lompoc. |
| Santa Barbara | DR. R. BROWN | Concepcion to Santa Barbara. |
| Campbell | DR. C. N. COOPER | |
| Los Gatos | DR. R. P. GOBER | Campbell to Glenwood. |
| Santa Cruz | DR. B. A. PLANT | |
| Boulder Creek | DR. J. CAESAR | Aptos and Glenwood to Santa Cruz. |
| General Hospital, San Francisco | | |

| EMERGENCY SURGEONS | |
|---|---|
| Ocean View | DR. H. VANDER |
| Mayfield | DR. J. J. MOYER |
| San Jose | DR. J. U. HALL |
| Centerville | DR. W. H. EMERSON |
| Morganhill | DR. S. J. HINOMAN |
| Kings City | DR. D. BRUMWELL |
| Gonzales | DR. J. E. RANKINS |
| Del Monte | DR. W. L. TEABY |
| San Lucas | DR. J. R. LIVERMAN |
| San Luis Obispo | DR. J. S. JACKSON |
| Goleta | DR. W. A. ROWELL |
| New Almaden | DR. M. D. BAKER |

E. A. STEININGER, Trainmaster, San Francisco.

O. MEADOWS, Asst. Trainmaster, San Jose.

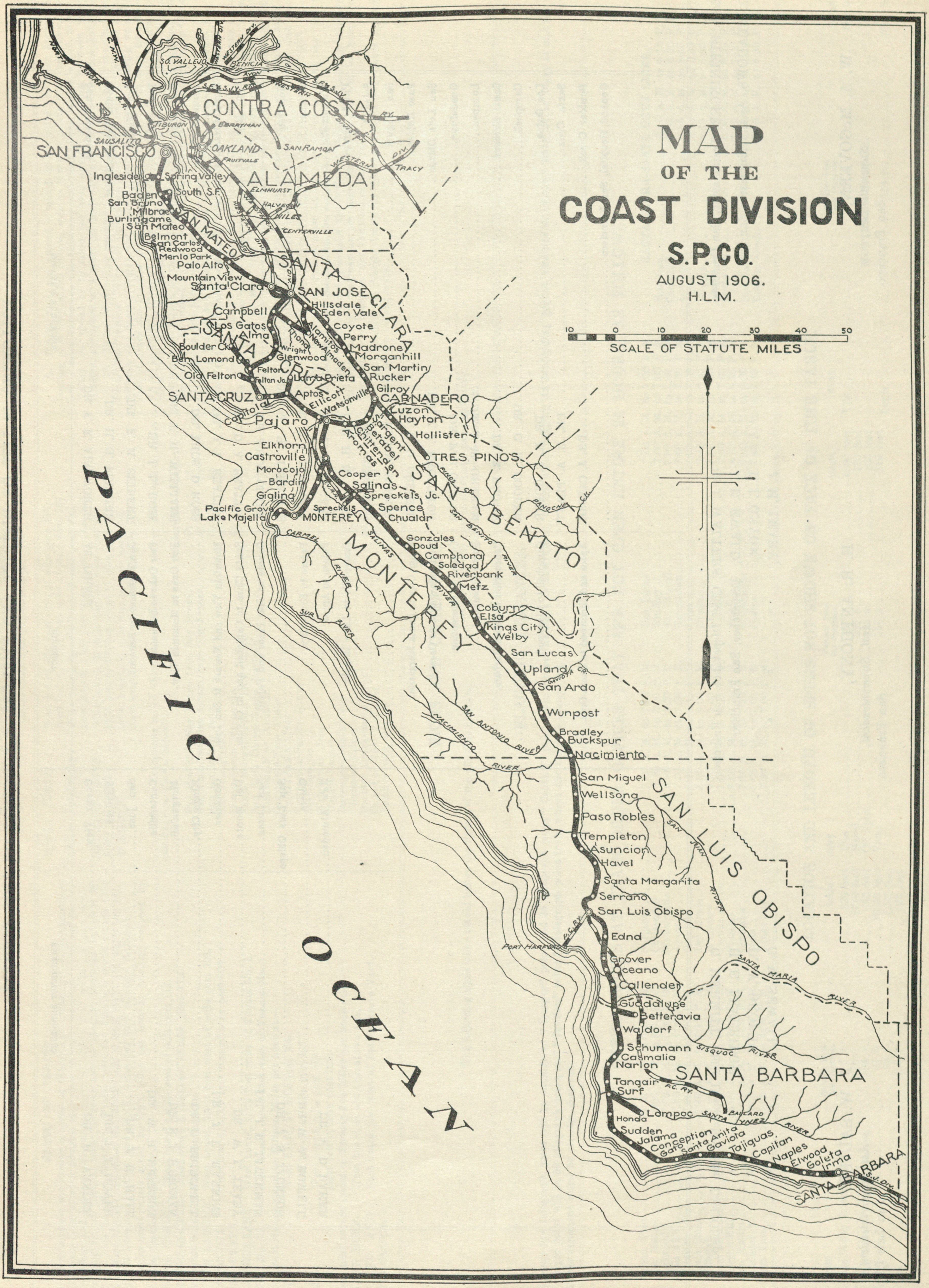
G. J. WALTERS, Chief Dispatcher, San Francisco.
J. E. EWALD, Dispatcher, San Francisco
I. J. ONYON, " " "
J. H. LEARY, " " "

G. MERRITT, Chief Dispatcher, San Luis Obispo.
H. E. LEVERIDGE, " " "
D. W. BROPHY, " " "
C. M. SEWALL, " " "

W. A. McGOVERN,
*Superintendent,*
San Francisco.

E. R. ANTHONY,
*Asst. Superintendent,*
San Francisco.

F. W. SALTER,
*Asst. Superintendent,*
San Luis Obispo.



# MAP
## OF THE
# COAST DIVISION
## S.P.CO.

AUGUST 1906.
H.L.M.

10 0 10 20 30 40 50
SCALE OF STATUTE MILES
NORTH SHORE R.R.
C. N.W. RY.
WESTERN DIV.
SO. VALLEJO
BENICIA
AVON
S.F.&S.J.V. RY.
WESTERN
S.F.&S.J.V.
RY.
DIVISION
CONTRA COSTA
TIBURON
BERRYMAN
SAUSALITO
SAN FRANCISCO
OAKLAND
SAN RAMON
FRUITVALE
WESTERN DIV.
TRACY
ALAMEDA
ELMHURST
HALVERN
NILES
CENTERVILLE
WESTERN DIV.
Ingleside
Spring Valley
Baden
South S.F.
San Bruno
Milbrae
Burlingame
San Mateo
Belmont
San Carlos
Redwood
Menlo Park
Palo Alto
Mountain View
Santa Clara
SAN MATEO
SANTA CLARA
SAN JOSE
Hillsdale
Eden Vale
Campbell
Los Gatos
Alma
Coyote
Perry
Madrone
Morganhill
San Martin
Rucker
Gilroy
Alamitos
New Almaden
Thona
Wright
Glenwood
Boulder Ck.
Ben Lomond
Felton
Old Felton
Felton Jc.
Loma Prieta
SANTA CRUZ
SANTA CRUZ
Aptos
Ellicott
Watsonville
CARNADERO
Luzon
Hayton
Hollister
TRES PINOS
Capitola
Pajaro
Sargent
Betabel
Chittenden
Aromas
Elkhorn
Castroville
Morocojo
Bardin
Gigling
Cooper
Salinas
Spreckels Jc.
Spence
Chualar
Pacific Grove
Lake Majella
Spreckels
MONTEREY
P.V.R.R.
PINOS CR.
SAN BENITO
SAN BENITO RIVER
PANOCHE CK.
CARMEL RIVER
SALINAS RIVER
MONTEREY
Gonzales
Doud
Camphora
Soledad
Riverbank
Metz
SUR RIVER
Coburn
Elsa
Kings City
Welby
San Lucas
Upland
GAVIOTA CR.
San Ardo
Wunpost
SAN ANTONIO RIVER
NACIMIENTO RIVER
Bradley
Buckspur
Nacimiento
PACIFIC
OCEAN
San Miguel
Wellsona
Paso Robles
SAN LUIS OBISPO
SAN JUAN RIVER
Templeton
Asuncion
Havel
Santa Margarita
Serrano
San Luis Obispo
P.C. RY.
PORT HARFORD
Edna
Grover
Oceano
Callender
SANTA MARIA RIVER
Guadalupe
Betteravia
Waldorf
Schumann
SISQUOC RIVER
Casmalia
Narlon
SANTA BARBARA
Tangair
P.C. RY.
Surf
Lompoc
Honda
BALLARD
SANTA YNEZ RIVER
Sudden
Jalama
Conception
Gato
Santa Anita
Gaviota
Tajiguas
Capitan
Naples
Elwood
Goleta
Irma
SANTA BARBARA
S.J. DIV.